



Chicago Metropolitan Agency for Planning

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CMAQ Project Selection Committee

Annotated Agenda

Thursday, September 1, 2016

2:00 p.m.

Teleconference # 800-747-5150, Access Code 3867454

Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois

- 1.0 Call to Order** **2:00 p.m.**
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes—July 7, 2016**
ACTION REQUESTED: Approval
- 4.0 Program Monitoring**
- 4.1 Project Programming Status Sheets**
The recurring reports on the programming status of active and deferred projects and the line item changes since the last meeting of the Project Selection Committee are attached.
ACTION REQUESTED: Information
- 4.2 Programming Summary and Obligation Goal**
An update on CMAQ obligations for federal fiscal year (FFY) 2016 is attached.
ACTION REQUESTED: Information
- 5.0 Project Changes**
- 5.1 CDOT – Walk to Transit (TIP ID 01-06-0005)**
The sponsor is requesting a reinstatement of the deferred series 3 phase 1 and phase 2 engineering funds in the amount of \$252,000 federal (\$315,000 total) in FFY 2017.
ACTION REQUESTED: Approval of the requested reinstatement of deferred funds.

5.2 Maywood – Maywood Metra Station (TIP ID 04-12-0002)

The sponsor is requesting a cost increase of \$225,000 federal (\$282,000 total) for construction in FFY 2016.

ACTION REQUESTED: Approval of the requested cost increase.

5.3 Mundelein – Maple Ave Bike Path (TIP ID 10-16-0001)

The sponsor is requesting a cost increase of \$23,000 federal (\$29,000) total for phase 2 engineering in FFY 2017 and a transfer of funds from construction to construction engineering in the amount of \$80,000 federal (\$100,000 total) in FFY 2018.

ACTION REQUESTED: Approval of the requested transfer of funds and cost increase.

5.4 Algonquin – Randall Road Pedestrian Crossing (TIP ID 11-12-0006)

The sponsor is requesting a scope change to change the project from a bridge to an underpass and move the project 700 feet south on Randall Road due to property owner concerns and major utility conflicts.

ACTION REQUESTED: Approval of the requested scope change.

5.5 Hanover Park – Hawk Hollow Multi-Use Trail (TIP ID 08-16-0003)

The sponsor is requesting a cost increase of \$11,800 federal (\$14,752 total) for phase II engineering in FFY 2016.

ACTION REQUESTED: Approval of the requested cost increase.

6.0 Program Development

The program application booklet for the next CMAQ and TAP-L call for projects will be presented with the evaluation criteria.

ACTION REQUESTED: Approval of the application booklet for the FFY 2018-2020 CMAQ and FFY 2018-2020 TAP-L call for projects.

7.0 FAST Act

An update will be provided on changes to the CMAQ program based on MAP-21 and the FAST Act.

ACTION REQUESTED: Information

8.0 Other Business

9.0 Public Comment

This is an opportunity for comments from members of the audience.

The amount of time available to speak will be at the chair's discretion.

10.0 Next Meeting

The committee's next meeting is scheduled for November 3, 2016 at 2:00 p.m.

11.0 Adjournment

CMAQ Project Selection Committee Members:

____ Kevin Greene

____ Mark Pitstick

____ Chris Schmidt

____ Luann Hamilton

____ Jeffery Schielke

____ Chris Snyder

____ Ross Patronskey, Chair



CMAQ Project Selection Committee

DRAFT minutes – Thursday, July 7, 2016

Committee Members: Ross Patronsky, Chair (CMAP), Keith Privett (CDOT), Mark Pitstick (RTA), President William Rodeghier (Council of Mayors), Christopher Schmidt (IDOT), Chris Snyder (Counties)

Staff Present: Kama Dobbs, Jesse Elam, Doug Ferguson, Tom Kotarac, Jen Maddux, Martin Menninger, Russell Pietrowiak, Alvaro Villagran

Others Present: Frank Acevedo, Pat Barker, Jennifer Becker, Len Cannata, Brian Carlson, Bruce Christensen, Michael Connelly, John Donovan, Michael Fricano, Tony Greep, Patrick Knapp, Kristin Mehl (via phone), Jason Meter, Brian Pigeon, Kevin Staniel, Brian Stepp, David Tomzik, Mike Walczak, Michael Weiser

1.0 Call to Order

Mr. Patronsky called the meeting to order at 2:04 p.m.

2.0 Agenda Changes and Announcements

Mr. Ferguson announced that additional materials on agenda item 6.0 were distributed to Committee members. Mr. Patronsky announced that, under agenda item 5.0, eight projects with schedule changes will be considered in one motion, as the program is able to accommodate them.

3.0 Approval of Minutes—April 7, 2016

On a motion by President Rodeghier and seconded by Mr. Pitstick, the minutes of the April 7, 2016 meeting were approved as presented.

4.0 Program Monitoring

4.1 Project Programming Status Sheets

Mr. Ferguson reported that the recurring reports on the programming status of active and deferred projects and the line item changes since the last meeting of the Project Selection Committee were included in the meeting packet. He noted that the sheets do not include changes from the May status updates; staff will be making those changes soon.

4.2 Programming Summary and Obligation Goal

Mr. Ferguson reported that an update on CMAQ obligations for federal fiscal year (FFY) 2016 was included in the meeting packet. He stated that just over \$16.6 million has been obligated and the obligation goal of \$123 million was ambitious.

Mr. Patronsky stated that since the obligation goal is not close to being met, staff discussed programming contingency projects, as the program management rules call for. He continued that the CMAQ program has had three to four good years with high obligations, and this one bad year does not dictate a need to rush into programming contingency projects.

Mr. Connelly stated that the changes to program management rules affected project implementers and got results. He thought it was appropriate to wait before resorting to contingency projects. Mr. Pitstick asked if there were any projects still trying to be programmed in FFY 2016. Mr. Ferguson replied that all projects requesting a schedule change to 2016 have been reprogrammed.

4.3 May Status Updates

Mr. Ferguson reported that an update on the FFY 2016 line items was included in the meeting packet. He noted that while that status updates indicated that about \$66 million is expected to be obligated by the end of FFY 2016, staff experience indicates that about 50-60% of that will actually be obligated.

4.4 Transit Expenditure Quarterly Updates

Mr. Ferguson reported that an update on transit project expenditures through March 31, 2016 was included in the meeting packet. A total of three projects have been completed but not closed out: two CTA bus retrofits and CDOT's Morgan Station. A total of eight active projects have had no expenditures. He continued that about \$131 million has been expended on active projects, with a remaining balance of about \$219 million. Mr. Pitstick asked if those amounts are for the year or the quarter, and Mr. Ferguson replied that they are for the year. Mr. Pitstick stated that of RTA's projects, about \$3 million was for the interagency signage project, which he presented at the January meeting, and the remainder is for the transit signal priority project, which he will be presenting today.

4.5 Transportation Alternatives Program (TAP-L)

Mr. Ferguson reported that staff has proposed that the TAP-L program use the program management process used for the CMAQ program, and that the CMAQ Project Selection Committee review and approve project changes. This will allow for more efficient use of staff time and provide more flexibility to move eligible projects between programs to meet obligation goals. He noted that such a move had occurred at the last Transportation Committee meeting, and that another such move is included in this meeting's project changes. Finally, Mr. Ferguson stated that a listing of the currently programmed TAP-L projects was included in the packet.

5.0 Project Changes

Mr. Ferguson reported that the first project listed in the table of the Project Change Request memo (02-12-0001) was for a \$222,531 cost increase due to an over obligation. The intersection improvement project was authorized as AC back in December for \$1.5M.

In May it was converted from AC by IDOT central office staff but for \$1.7M without requesting a cost increase. At this time a request for a cost increase is moot but staff wanted to make the committee aware of the increase in cost.

Mr. Ferguson reported that the projects in agenda items 5.1 – 5.7 and 5.12 are requesting schedule changes to move phases up in the program. He continued that they can all be accommodated in the program and asked that the Committee approve them as a group. On a motion made by Mr. Schmidt and seconded by Mr. Pitstick, the requested schedule changes for the projects in agenda items 5.1 – 5.7 and 5.12 were approved.

5.1 Schaumburg – IL 62/Algonquin Rd (TIP ID 03-03-0102)

The sponsor requested a schedule change to reprogram right of way funds from FFY 2018 to FFY 2017 and construction/construction engineering funds from FFY 2019 to FFY 2018. The schedule change was approved.

5.2 Cicero – Cicero Access to Transit Improvements (TIP ID 05-16-0003)

The sponsor requested a schedule change to reprogram phase 2 engineering funds from FFY 2018 to FFY 2016 and construction/ construction engineering funds from FFY 2019 to FFY 2017. The schedule change was approved.

5.3 IEPA - Railserve\Ingredion Switcher Locomotive Engine Replacement (TIP ID 13-16-0001)

The sponsor requested a schedule change to reprogram implementation funds from FFY 2019 to FFY 2017. The schedule change was approved.

5.4 Rosemont - Rosemont CTA Station Pedestrian (TIP ID 04-16-0001)

The sponsor requested a schedule change to reprogram the construction funds from FFY 2018 to FFY 2017. The schedule change was approved.

5.5 University Park - University Park Metra Transit Access (TIP ID 07-16-0006)

The sponsor requested a schedule change to reprogram the phase 2 engineering funds from FFY 2018 to FFY 2016. The schedule change was approved.

5.6 Richton Park - Richton Park Metra Electric Station Area Access (TIP ID 07-16-0005)

The sponsor requested a schedule change to reprogram the phase 2 engineering funds from FFY 2018 to FFY 2016. The schedule change was approved.

5.7 Oak Forest - Oak Forest TOD Area Access to Transit Improvements (TIP ID 07-16-0004)

The sponsor requested a schedule change to reprogram the phase 2 engineering funds from FFY 2018 to FFY 2016. The schedule change was approved.

5.8 Romeoville - Romeoville Metra Station and Parking (TIP ID 12-10-0001)

Mr. Ferguson reported that the sponsor is requesting reinstatement of the deferred construction/construction engineering funds and a cost increase of \$320,000 federal

(\$400,000 total) in FFY 2017. On a motion made by Mr. Schmidt and seconded by President Rodeghier, the requested cost increase and reinstatement of deferred funds was approved.

5.9 Blue Island – Cal-Sag Trail (Blue Island East Segment) (TIP ID 06-06-0061)

Mr. Ferguson reported that the sponsor is requesting a cost increase of \$1,011,000 federal (\$1,264,000 total) for construction in FFY 2016. He continued that staff recommends reprogramming the construction phase of this project, including the requested cost increase, with TAP-L funds, noting that other sections of the Cal-Sag trail are funded with TAP-L funds and are delayed, and this section is a natural replacement. Mr. Privett asked which projects are delayed. Mr. Ferguson responded that part of the portion in Alsip is connected with a road project that is delayed; the project will be split in two after confirmation from the project sponsor. On a motion made by President Rodeghier and seconded by Mr. Schmidt, the reprogramming of the construction phase, including the requested cost increase, with TAP-L funds was approved.

5.10 IDOT - US 6/Southwest Hwy at Gougar Rd (TIP ID 12-12-0005)

Mr. Ferguson reported that the sponsor is requesting a cost increase of \$564,000 federal (\$1,244,000 total) for construction in FFY 2016. On a motion made by Mr. Snyder and seconded by President Rodeghier, the requested cost increase was approved.

5.11 IDOT - IL 38/Roosevelt Rd at Ardmore Av (TIP ID 08-12-0002)

Mr. Ferguson reported that the sponsor is requesting a cost increase of \$856,000 federal (\$1,070,000 total) for ROW and \$504,000 federal (\$630,000 total) for construction in FFY 2016. On a motion made by Mr. Schmidt and seconded by Mr. Privett, the requested cost increase was approved.

5.12 Midlothian - Midlothian Metra Station Area Access Improvements (TIP ID 07-16-0003)

The sponsor requested a schedule change to reprogram the phase 2 engineering from FFY 2018 to FFY 2016 and the construction funds from FFY 2019 to FFY 2017. The schedule change was approved.

5.13 Elgin - Elgin CBD Bike Racks Program (TIP ID 09-12-0009)

Mr. Ferguson reported that the sponsor is requesting reinstatement of \$8,000 federal (\$10,000 total) deferred phase 2 engineering funds and an increase of \$4,000 federal (\$7,900 total) for phase 2 engineering in FFY 2016. He continued that the sponsor is also requesting a reduction of \$4,000 federal (\$0 total) for construction, which remains deferred. On a motion made by Mr. Privett and seconded by Mr. Schmidt, the requested cost increase was approved.

5.14 Tinley Park – 183rd St at Oak Park Ave (TIP ID 07-10-0001)

Mr. Ferguson reported that the sponsor requested the withdrawal of this project from the CMAQ program. Staff made the change as an administrative modification.

5.15 Kane County DOT – Randall Rd Transit Infrastructure Improvements (TIP ID 09-14-0005)

Mr. Ferguson reported that the sponsor requested a sponsorship change of this project to Pace. Staff made the change as an administrative modification.

6.0 RTA’s Regional Transit Signal Priority Integration Plan, Five Year Implementation: Priority Corridors (TIP ID 13-12-0002)

Mr. Ferguson reported that the RTA is requesting a scope change described in the change request memo. Mr. Pitstick gave a presentation on RTA’s transit signal priority project (TSP), included in the 2012-2016 CMAQ program. Mr. Pitstick reported that the RTA is requesting a scope change from 33 corridors and 1,000 intersections to 13 corridors and 400 intersections. Mr. Snyder asked how the 13 corridors were prioritized. Mr. Pitstick responded that in Chicago, CTA is focused on Ashland Avenue and Western Avenue; they are two of a few corridors in the city with modernized signals and CTA has recently implemented express bus service on both. Mr. Tomzik reported that in the suburbs, Pace has federal earmarked funds to be used for transit signal priority and the corridors were prioritized by highest ridership and in coordination with the Arterial Rapid Transit program. Mr. Connelly reported that CTA optimized the Ashland corridor by implementing standard spacing between bus stops and, while data is still being gathered on TSP, the GPS currently on buses has shown a 22% reduction in travel time on the Ashland express service and a 9% reduction on the Ashland local service and he believes these numbers will increase after TSP implementation. Mr. Privett stated that Ashland and Western are high ridership corridors. Mr. Snyder asked if the remaining 20 corridors would be prioritized in the future, and noted that DuPage County has made TSP improvements on some of the corridors. Mr. Tomzik responded that Pace will continue to look for funding opportunities to implement TSP on other corridors. Mr. Staniel stated that every bus can ask for TSP and the questions are when and where will controllers be ready. He continued that CTA is also looking at bus delay data to target specific intersections for TSP. Mr. Pitstick noted that streets that cross the prioritized corridors may also have TSP. On a motion made by Mr. Privett and seconded by Mr. Schmidt, the requested scope change was approved.

7.0 Program Development

Mr. Ferguson provided an update on the upcoming call for projects. He stated that staff will proceed with finalizing the proposed methods presented at the April 7, 2016 meeting. Mr. Ferguson asked that feedback from committee members on the application materials be submitted prior to July 29, 2016.

8.0 FAST

Mr. Donovan reported that FHWA and FTA published a final rule on nonmetropolitan and metropolitan planning, noting that the rule does not have much impact on the CMAP region. Mr. Patrosky reported that FHWA also issued a proposed rule on CMAQ

performance measures and stated that CMAP will be submitting comments. He gave a brief overview of a proposed rule on MPO coordination and planning area reform, noting that the rule would require metropolitan planning areas to include the entire urbanized area. He continued that multiple MPOs serving different parts of an urbanized area would be required to either merge or have joint long range transportation plans, Transportation Improvement Programs, and regional performance targets, noting that the Chicago urbanized area extends into Indiana where planning is done by the Northwest Indiana Regional Planning Commission. Finally, he stated that CMAP will continue to coordinate with the Northwest Indiana Regional Planning Commission and the Southeastern Wisconsin Regional Planning Commission.

9.0 Other Business

There was no other business.

10.0 Public Comment

There was no public comment.

11.0 Next Meeting

Mr. Patronsky stated that the committee's next meeting is scheduled for September 1, 2016 at 2:00 p.m.

12.0 Adjournment

On a motion made by Mr. Schmidt and seconded by President Rodeghier, the meeting was adjourned at 3:14 p.m.

CMAQ Project Selection Committee Members:

____ Darwin Burkhart

____ Mark Pitstick

____ Chris Schmidt

____ Luann Hamilton

____ Jeffery Schielke

____ Chris Snyder

____ Ross Patronsky, Chair



CMAQ Program Summary - 2016 - 2020

Includes obligations through August 15, 2016

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
2016								
08-00-0020	Aurora	Eola Rd from 83rd St/Montgomery Rd to 87th St	CONST	\$4,080,000			\$4,080,000 O	\$0
<i>Let 1/15/16. 80% of low bid is \$8,239,944. This project has multiple federal fund sources</i>								
08-11-0017	Bensenville	Church Rd from Jefferson St to Grand Av	CONST	\$789,600			\$789,600 O	\$0
<i>Targeting letting June 2016</i>								
01-02-0030	CDOT	CDOT-State/Lake-Loop El Station Improvements (Green, Orange,Brown & Purple)	ENG2	\$2,000,000	\$1,500,000 T		\$3,500,000 O	\$0
<i>Expected accomplishment July 2016</i>								
			ENG2	\$2,000,000	\$1,500,000		\$2,000,000	\$1,500,000
01-02-0030	CDOT	CDOT-State/Lake-Loop El Station Improvements (Green, Orange,Brown & Purple)	ENG2	\$2,000,000				\$2,000,000
<i>The status of the application effective 5/11/2016 is "Final Concurrence / Reservation" This indicates that the content was accepted by the FTA District staff and is now pending completion of required Department of Labor Review process and FHWA-FTA transfer.</i>								
01-12-0004	CDOT	Chicago Area Alternative Fuel Deployment Project, Phase 2	IMP	\$10,400,000				\$10,400,000
<i>Expected authorization March 2017</i>								
01-94-0045	CDOT	Bike Parking	IMP	\$1,520,000	\$441,890 T			\$1,961,890
<i>The PS&E were submitted 3/23/2016 and comments received from IDOT 4/14/2016</i>								

*Increase, Withdrawal and Obligation codes can be found at the end of this report.

Lines highlighted and shown in italics represent line item status as of prior PSC meeting.

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
01-94-0092	CDOT	BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation	ENG	\$2,400,000				\$2,400,000
<i>05/2016: ant auth 9/2016 ant accomp 7/2017</i>								
01-94-0092	CDOT	BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation	ENG	\$3,466,000				\$3,466,000
<i>Expected accomplishment August 2017</i>								
01-94-0092	CDOT	BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation	IMP	\$8,000,000				\$8,000,000
<i>Expected authorization July 2016, accomplishment September 2016</i>								
05-16-0003	Cicero	Cicero Access to Transit Improvements	ENG2	\$19,200				\$19,200
<i>Previously programmed in FFY 2018</i>			ENG2	\$19,200				\$19,200
02-97-0006	Cook County DOTH	Old Orchard Rd from Harms to Skokie Blvd (new limits E of I-94/Edens Expy to W of IL 41/Skokie Blvd)	CONST	\$800,000		\$800,000		\$0
<i>Tgt. local letting 4/15/2016</i>								
03-11-0020	Cook County DOTH	Lake Cook Rd at Buffalo Grove Rd, Weiland Rd and IL 83/McHenry Rd.	CONST	\$2,974,000				\$2,974,000
<i>@ IL 83/McHenry Rd. Targeting letting June 2017</i>								
03-11-0020	Cook County DOTH	Lake Cook Rd at Buffalo Grove Rd, Weiland Rd and IL 83/McHenry Rd.	CONST	\$4,185,000				\$4,185,000
<i>@ Weiland. Targeting letting June 2017</i>								
16-14-0001	CTA	Bus Improvement, Purchase up to 27 All-Electric Buses	IMP	\$4,056,000				\$4,056,000
08-12-0004	DuPage County DOT	55th St/CH 35 from Dunham Rd to Clarendon Hills Rd and 55th St at Main St	ROW	\$148,000	\$297,000 C		\$86,400 O	\$358,600
<i>Expected authorization December 2016, accomplishment August 2017</i>								
02-06-0034	Evanston	Green Bay Rd Corridor Improvements	CONST	\$1,920,000	\$1,315,000 C		\$1,920,000 O	\$1,315,000
<i>Project let for bid March 2016, low bid \$11,173,775</i>								
08-14-0002	FPD of DuPage County	Winfield Mounds Segment - West Branch Regional Trail	CONST	\$1,861,724		\$1,861,724 X		\$0
<i>Tgt. 7/2016 letting</i>								

*Increase, Withdrawal and Obligation codes can be found at the end of this report.

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
12-12-0004	Frankfort	St Francis Rd Multi-Use Trail	CONST	\$118,000	\$70,000	T		\$188,000
<i>Targeting letting November 2016</i>								
02-12-0001	IDOT	IL 68/Dundee Rd at Landwehr Rd and Pfungsten Rd	CONST	\$480,000	\$1,040,000	C	\$1,742,539	M (\$222,539)
<i>Let 3/4/2016. 80% of low bid: \$1,519,243.</i>								
02-12-0005	IDOT	IL 68/Dundee Rd at Pfungsten Rd	CONST	\$640,000		\$640,000	X	\$0
03-12-0014	IDOT	IL 68/Dundee Rd at McHenry Rd/Wheeling Rd and IL 83/Elmhurst Rd	CONST	\$680,000	\$120,000	C	\$1,008,815	M (\$208,815)
<i>6/10/2016 state letting. This line represents the 3/17/2014 transfer from 03-12-0015 for the IL 83/Elmhurst Rd. intersection only.</i>								
03-12-0014	IDOT	IL 68/Dundee Rd at McHenry Rd/Wheeling Rd and IL 83/Elmhurst Rd	CONST	\$800,000	\$1,756,000	C	\$800,000	O \$1,756,000
<i>This line is the McHenry/Wheeling intersection only. Let 1/16, 80% of low bid is \$884,544. Cost increase approved at 6/25/15 PSC. Additional increase pending PSC consideration 4/7/2016.</i>								
03-96-0004	IDOT	I-90 from Cumberland Av to Harlem Av	CONST	\$9,100,000	\$3,140,000	C	\$8,852,000	O \$3,388,000
<i>07/29/2016 state letting</i>								
			CONST	\$9,100,000	\$3,140,000			\$12,240,000
08-12-0002	IDOT	IL 38/Roosevelt Rd at Ardmore Av	CONST	\$400,000	\$1,152,000	C		\$1,552,000
<i>Targeting September 2016 letting.</i>								
			CONST	\$400,000	\$296,000			\$696,000
10-12-0005	IDOT	IL 68/Dundee Rd at Buffalo Grove Rd	CONST	\$2,000,000		\$800,000	S \$1,320,000	O (\$120,000)
<i>Targeting letting July 2016</i>								
			CONST	\$2,000,000		\$800,000		\$1,200,000
10-14-0004	IDOT	IL 120 at Hainesville Rd	ROW	\$64,000	\$212,000	C	\$276,000	O \$0
<i>Construction transferred to Lake Co. 6/25/15. IDOT still completing land acq. Expected accomplishment July 2016.</i>								
10-14-0004	IDOT	IL 120 at Hainesville Rd	CONST	\$320,000	\$208,000	C	\$528,000	X \$0
<i>Tgt. 3/4/2016 letting. Sponsorship changed from IDOT to Lake County 6/25/2015. Funds transferred to 10-14-0008 due to coordinated construction.</i>								
10-14-0008	IDOT	IL 120/Belvidere Rd from IL 134/Main St to US 45	CONST	\$1,837,000	\$528,000	T		\$2,365,000
<i>Targeting November 2016 letting. Includes intersection imp funds from 10-14-0004 @ Hainesville Rd. Sponsorship transferred back to IDOT 3/2016.</i>								

*Increase, Withdrawal and Obligation codes can be found at the end of this report.

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
12-12-0005	IDOT	US 6/Southwest Hwy at Gougar Rd	CONST	\$800,000	\$1,236,000	C		\$2,036,000
<i>Due to ant. letting in April, not deferred during 10/15 status updates (even though ROW was not accomplished by sunset). Project is not included in the April letting bulletin and withdrawal of funding should be considered.</i>								
			CONST	\$800,000	\$672,000			\$1,472,000
13-12-0003	IEPA	Illinois Clean Diesel Engine Repowers	IMP	\$1,000,000		\$1,000,000	T	\$0
13-12-0003	IEPA	Illinois Clean Diesel Engine Repowers	IMP	\$1,000,000		\$1,000,000	T	\$0
13-12-0003	IEPA	Illinois Clean Diesel Engine Repowers	IMP	\$1,000,000		\$1,000,000	T	\$0
13-12-0003	IEPA	Illinois Clean Diesel Engine Repowers	IMP	\$1,000,000		\$1,000,000	T	\$0
13-14-0001	IEPA	Chicago Area Green Fleet Grant Program	IMP	\$1,000,000		\$1,000,000	T	\$0
13-14-0001	IEPA	Chicago Area Green Fleet Grant Program	IMP	\$1	\$1,000,000	T		\$1,000,001
<i>Expected authorization October 2016</i>								
13-14-0002	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion	IMP	\$7,342,392				\$7,342,392
09-12-0011	Kane County	Fabyan Pkwy/CH 8 at Kirk Rd/CH 77	ROW	\$280,000				\$280,000
<i>Expected accomplishment August 2017</i>								
09-14-0004	Kane County	Randall Rd Adaptive Signal Control from Huntley Rd to Big Timber Rd	CONST	\$80,000				\$80,000
<i>Targeting letting November 2016</i>								
09-14-0004	Kane County	Randall Rd Adaptive Signal Control from Huntley Rd to Big Timber Rd	IMP	\$750,700				\$750,700
<i>Tgt. auth. 9/2016.</i>								
09-96-0017	Kane County	Longmeadow Pkwy at Randall Rd	CONST	\$767,600				\$767,600
<i>Targeting letting January 2017</i>								

*Increase, Withdrawal and Obligation codes can be found at the end of this report.

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
05-14-0001	LaGrange	LaGrange Stone Av Metra Station Area Pedestrian Access Improvements	ENG2	\$1	\$103,999	C		\$104,000
<i>expected authorization June 2016, accomplishment Decmeber 2016</i>								
05-14-0001	LaGrange	LaGrange Stone Av Metra Station Area Pedestrian Access Improvements	CONST	\$308,100	\$703,900	C		\$1,012,000
<i>Targeting November 2016 state letting</i>								
10-14-0009	Lake County DOT	Waukegan Rd from Casimir Pulaski Dr to Norman Dr South	CONST	\$1,544,000			\$537,804	M \$1,006,196
<i>Let 1/15/16. 80% of low bid is \$485,978</i>								
04-14-0002	Maywood	Maywood Train Station Facility	CONST	\$990,000	\$232,000	T	\$1,222,000	O \$0
<i>Delay due to RR coordination (UP and Metra). Target letting 07/2016</i>								
			CONST	\$990,000	\$232,000			\$1,222,000
18-14-0001	Metra	Purchase Components to Repower F40PH/F40PHM Locomotives	IMP	\$8,800,000				\$8,800,000
<i>Expected authorization August 2016</i>								
07-16-0003	Midlothian	Midlothian Metra Station Area Access Improvements	ENG2	\$48,000			\$48,000	O \$0
<i>Previously programmed in FFY 2018</i>			ENG2	\$48,000				\$48,000
08-13-0014	Naperville	Washington St from Warrenville Rd to Royce Rd Adaptive Signal Control	CONST	\$102,000				\$102,000
<i>Targeting letting Novmber 2016</i>								
07-16-0004	Oak Forest	Oak Forest TOD Area Access to Transit Improvements	ENG2	\$36,000				\$36,000
<i>Previously programmed in FFY 2018</i>			ENG2	\$36,000				\$36,000
09-14-0005	Pace	Randall Rd Transit Infrastructure Improvements	CONST	\$1,240,000				\$1,240,000
<i>Tgt. letting 01/2017</i>								
17-12-0002	Pace	Regional Rideshare Program	IMP	\$400,000				\$400,000
<i>Expected authorization September 2016</i>								

*Increase, Withdrawal and Obligation codes can be found at the end of this report.

Lines highlighted and shown in italics represent line item status as of prior PSC meeting.

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
17-12-0003	Pace	Transit Diesel Engine Retrofits 2012-2016	IMP	\$480,000				\$480,000 <i>Expected authorization September 2016</i>
17-12-0003	Pace	Transit Diesel Engine Retrofits 2012-2016	IMP	\$1,132,800				\$1,132,800 <i>Expected authorization September 2016</i>
17-14-0001	Pace	Pedestrian Infrastructure Improvements along Pace Bus Routes	CONST	\$1,200,000				\$1,200,000 <i>Expected authorization August 2017</i>
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	ROW	\$40,000				\$40,000 <i>Expected authorization March 2017, accomplishment July 2017</i>
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	CONST	\$1,521,000		\$1,521,000	S	\$0 <i>Targeting state letting November 2016.</i>
			CONST	\$1,521,000				\$1,521,000
07-14-0009	Park Forest	Pavement Marking and Signage on Lakewood Blv, Indianwood Blv, Orchard Dr and Blackhawk Dr	CONST	\$94,454	\$8,586	C	\$95,991	M \$7,049 <i>Let 3/14/16. 80% of low bid: \$95,991. Obligation includes \$5K for IMP line item.</i>
07-14-0009	Park Forest	Pavement Marking and Signage on Lakewood Blv, Indianwood Blv, Orchard Dr and Blackhawk Dr	IMP	\$5,000			\$0	O \$5,000 <i>Authorized with CONST line item 1/22/16.</i>
07-14-0010	Park Forest	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers	IMP	\$405,000			\$405,000	O \$0
07-16-0005	Richton Park	Richton Park Metra Electric Station Area Access	ENG2	\$17,760			\$17,760	O \$0
		<i>Previously programmed in FFY 2018</i>	ENG2	\$17,760				\$17,760
03-16-0001	Schaumburg	Schaumburg Metra Station Bike Racks and Lockers	IMP	\$42,000				\$42,000 <i>Tgt. letting 7/2016 or 8/2016</i>

*Increase, Withdrawal and Obligation codes can be found at the end of this report.

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
02-06-0035	Skokie	Gross Point Rd from Old Orchard Rd to Golf Rd	ENG2	\$32,000				\$32,000
<i>Working out IDOT share of phases for JT. Expected accomplishment December 2016</i>								
07-16-0006	University Park	University Park Metra Transit Access	ENG2	\$36,000			\$35,988 O	\$12
<i>Previously programmed in FFY 2018</i>			ENG2	\$36,000				\$36,000
62 line items in 2016 totalling:				\$100,553,332	\$15,064,375	\$11,150,724	\$26,737,897	\$77,729,086
2017								
01-12-0004	CDOT	Chicago Area Alternative Fuel Deployment Project, Phase 2	IMP	\$10,400,000				\$10,400,000
<i>Expected authorization March 2017</i>								
01-94-0092	CDOT	BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation	IMP	\$5,600,000				\$5,600,000
<i>Expected authorization September 2017, accomplishment January 2018</i>								
05-16-0003	Cicero	Cicero Access to Transit Improvements	CONST	\$186,080				\$186,080
<i>Previously programmed in FFY 2019</i>			CONST	\$186,080				\$186,080
03-11-0020	Cook County DOTH	Lake Cook Rd at Buffalo Grove Rd, Weiland Rd and IL 83/McHenry Rd.	CONST	\$5,113,000				\$5,113,000
<i>Targeting June 2017 letting</i>								
08-12-0004	DuPage County DOT	55th St/CH 35 from Dunham Rd to Clarendon Hills Rd and 55th St at Main St	CONST	\$1,120,000	\$1,970,000 C			\$3,090,000
<i>Tgt. letting 9/1/2017.</i>								
03-12-0004	IDOT	IL 59/Sutton Rd at Stearns Rd	CONST	\$1,200,000	\$1,040,000 C			\$2,240,000
<i>Expected accomplishment November 2017</i>								
13-14-0001	IEPA	Chicago Area Green Fleet Grant Program	IMP	\$1	\$2,000,000 C			\$2,000,001
<i>Expected authorization October 2017</i>								
13-14-0002	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion	IMP	\$12,262,966				\$12,262,966
<i>Expected authorization June 2017</i>								

*Increase, Withdrawal and Obligation codes can be found at the end of this report.

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
13-16-0001	IEPA	Railsolve\Ingredion Switcher Locomotive Engine Replacement	IMP	\$2,692,300				\$2,692,300
<i>Previously programmed in FFY 2019</i>			<i>IMP</i>	<i>\$2,692,300</i>				<i>\$2,692,300</i>
09-12-0011	Kane County	Fabyan Pkwy/CH 8 at Kirk Rd/CH 77	CONST	\$3,846,000				\$3,846,000
								<i>Targeting August 2017 letting</i>
11-03-0018	McHenry County DOT	Randall Rd at Algonquin Rd Intersection Improvement and Signal Interconnect	CONST	\$10,583,000		C		\$10,583,000
								<i>Targeting letting November 2017</i>
18-14-0002	Metra	Repower Passenger Locomotives	ENG	\$160,000				\$160,000
								<i>Expected authorization August 2017</i>
18-14-0002	Metra	Repower Passenger Locomotives	IMP	\$3,840,000				\$3,840,000
								<i>Expected authorization August 2017</i>
07-16-0003	Midlothian	Midlothian Metra Station Area Access Improvements	CONST	\$736,000				\$736,000
<i>Previously programmed in FFY 2019</i>			<i>CONST</i>	<i>\$736,000</i>				<i>\$736,000</i>
17-12-0001	Pace	I-90 Corridor Enhanced Markets	IMP	\$10,360,350				\$10,360,350
								<i>Expected authorization August 2017</i>
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	CONST	\$1,823,000				\$1,823,000
								<i>Targeting September 2017 letting</i>
07-14-0010	Park Forest	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers	IMP	\$415,000				\$415,000
04-16-0001	Rosemont	Rosemont CTA Station Pedestrian Crossing: River Rd at I-190	CONST	\$527,206				\$527,206
								<i>Targeting 11/2016 letting. Anticipate request to move into FFY 16 in summer 2016.</i>
<i>Previously programmed in FFY 2018</i>			<i>CONST</i>	<i>\$527,206</i>				<i>\$527,206</i>
03-03-0102	Schaumburg	IL 62/Algonquin Rd at Meacham Rd	ROW	\$360,000				\$360,000
<i>Previously programmed in FFY 2018</i>			<i>ROW</i>	<i>\$360,000</i>				<i>\$360,000</i>

*Increase, Withdrawal and Obligation codes can be found at the end of this report.

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
02-06-0035	Skokie	Gross Point Rd from Old Orchard Rd to Golf Rd	CONST	\$446,000				\$446,000
<i>IDOT is increasing their contribution for the project. Awaiting final numbers prior to design. Expected accomplishment November 2017</i>								
02-14-0003	Skokie	Church St Bike Lane from Linder Av to McCormick Blv	ENG2	\$32,000				\$32,000
<i>Expected authorization June 2017, accomplishment November 2017</i>								
02-97-0006	Skokie	Old Orchard Rd from Edens Ewy to Skokie Blv	ROW	\$176,000				\$176,000
<i>Expected authorization 10/2017, accomplishment 10/2018</i>								
12-12-0003	Will County Department of Highways	Bell Rd/CH 16 at 143rd St/CH 37	CONST	\$10,384,000				\$10,384,000
<i>Targeting letting March 2017</i>								
23 line items in 2017 totalling:				\$82,262,903	\$5,010,000			\$87,272,903
2018								
09-16-0002	Aurora	Edgelawn Dr Bikeway Project	ENG2	\$26,870				\$26,870
09-16-0002	Aurora	Edgelawn Dr Bikeway Project	CONST	\$295,570				\$295,570
09-16-0003	Aurora	Montgomery Rd Multi-use Path	ENG2	\$35,839				\$35,839
09-16-0003	Aurora	Montgomery Rd Multi-use Path	CONST	\$394,229				\$394,229
09-16-0004	Aurora	Aurora Transportation Center (ATC) Enhancements	ENG2	\$598,071				\$598,071
04-16-0003	Bellwood	St. Charles Road Access to Transit	ENG2	\$40,000				\$40,000
08-16-0001	Bensenville	IL 83 from Bryn Mawr Av to Foster Av	ENG2	\$32,000				\$32,000
05-16-0001	Berwyn	16st St from Harlem Av to Ridgeland Av	ENG1	\$59,600				\$59,600
06-16-0010	Chicago Ridge	Chicago Ridge Metra Station Area Access Improvements	ENG2	\$55,716				\$55,716

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
08-16-0002	Clarendon Hills	Burlington Av Metra Station Bicycle Parking Shelter	ENG2	\$4,400				\$4,400
03-96-0021	Cook County DOTD	I-294 at IL 64/North Av	ROW	\$3,352,800				\$3,352,800
03-96-0021	Cook County DOTD	Elmhurst Rd and Touhy Av/IL 72	CONST	\$11,450,000				\$11,450,000 <i>Anticipated Letting 1/18</i>
03-96-0021	Cook County DOTD	Touhy Av and UPRR	CONST	\$23,289,000				\$23,289,000
16-10-9001	CTA	Red and Purple Line Modernization	ENG2	\$25,000,000				\$25,000,000
02-16-0012	Evanston	Evanston Main Street Bike Rack Access to Transit Improvements	CONST	\$56,000				\$56,000
09-10-0024	Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd	ROW	\$48,000				\$48,000
09-10-0024	Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd	ROW	\$216,000				\$216,000
01-16-0003	IDOT	Ramp Metering I-55 Expansion and Dan Ryan Enhancement	ENG2	\$281,600				\$281,600
02-14-0004	IDOT	Willow Rd at Pflingsten Rd	ROW	\$204,000				\$204,000
06-16-0001	IDOT	Wolf Rd from 153rd St to 159th St	CONST	\$111,200				\$111,200
10-14-0021	IDOT	IL 176 at Roberts Rd	ROW	\$80,000				\$80,000
10-16-0003	IDOT	US45/Lake St from Rollins Rd to Dada Dr/Grant Av	CONST	\$85,600				\$85,600
15-16-0004	IDOT	Edens Expressway/I-94 Bus on Shoulder	CONST	\$7,899,440				\$7,899,440
15-16-0004	IDOT	Edens Expressway/I-94 Bus on Shoulder	IMP	\$2,092,755				\$2,092,755
13-14-0001	IEPA	Chicago Area Green Fleet Grant Program	IMP	\$3,000,000		\$1,000,000	T	\$2,000,000 <i>Schedule chg. request pending 4/7/16 PSC.</i>

*Increase, Withdrawal and Obligation codes can be found at the end of this report.

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8/23/2016 2:00:02 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
13-14-0002	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion	IMP	\$11,586,750				\$11,586,750
09-96-0017	Kane County	Longmeadow Road Bike Path Extensions	CONST	\$1,400,023				\$1,400,023
10-16-0002	Lake County	Butterfield Rd from Allanson Rd to Buckley Rd/Peterson Rd	CONST	\$739,690				\$739,690
10-16-0005	Lake County	Sunset Av/Golf Rd/Greenwood Av from McAree Rd to IL 137/Sheridan Rd	ROW	\$80,000				\$80,000
10-00-0117	Lake County DOT	IL 134 and Fairfield Rd	ROW	\$256,000				\$256,000
10-16-0013	Lake Villa	Lake Villa TOD Sidewalk and Multi-use Path Connections to Metra	ENG2	\$16,000				\$16,000
10-16-0001	Mundelein	Maple Av Bike Path	ENG2	\$36,000				\$36,000
10-16-0006	Mundelein	McKinley Av Commuter Bridge over CN RR at Mundelein Metra Station	ENG2	\$320,000				\$320,000
17-12-0001	Pace	I-90 Corridor Enhanced Markets	IMP	\$9,390,621				\$9,390,621
17-94-0002	Pace	VIP Vanpool Program	IMP	\$4,096,000				\$4,096,000
07-14-0010	Park Forest	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers	IMP	\$421,000				\$421,000
07-14-0010	Park Forest	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers	IMP	\$430,000				\$430,000
05-16-0002	Riverside	Central Business District Bike Parking	CONST	\$48,400				\$48,400
13-16-0002	RTA	Access to Transit Group	ENG2	\$289,660		\$289,660	X	\$0
13-16-0002	RTA	Access to Transit Group	CONST	\$56,000		\$56,000	X	\$0

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8/23/2016 2:00:04 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
07-16-0001	Sauk Village	Sauk Trail/Cottage Grove Av Bike Path Improvements	ENG1	\$124,800				\$124,800
03-03-0102	Schaumburg	IL 62/Algonquin Rd at Meacham Rd	CONST	\$2,320,000				\$2,320,000
<i>Previously programmed in FFY 2019</i>			CONST	\$2,320,000				\$2,320,000
02-14-0003	Skokie	Church St Bike Lane from Linder Av to McCormick Blv	CONST	\$440,000				\$440,000
02-16-0013	Skokie	Skokie Bicycle Parking at Dempster and Oakton	ENG2	\$20,984				\$20,984
44 line items in 2018 totalling:				\$110,780,618		\$1,345,660		\$109,434,958
2019								
09-16-0001	Aurora	Indian Trail Rd from IL25/Aurora Av to Pensbury Ln	CONST	\$905,607				\$905,607
09-16-0004	Aurora	Aurora Transportation Center (ATC) Enhancements	CONST	\$8,027,911				\$8,027,911
04-16-0003	Bellwood	St. Charles Road Access to Transit	CONST	\$560,000				\$560,000
08-16-0001	Bensenville	IL 83 from Bryn Mawr Av to Foster Av	CONST	\$267,738				\$267,738
01-06-0058	CDOT	71st St and CSX Grade Separation (GS19)	ENG2	\$900,000				\$900,000
06-16-0010	Chicago Ridge	Chicago Ridge Metra Station Area Access Improvements	CONST	\$742,876				\$742,876
08-16-0002	Clarendon Hills	Burlington Av Metra Station Bicycle Parking Shelter	CONST	\$39,760				\$39,760
03-96-0021	Cook County DOTD	I-294 at IL 64/North Av	CONST	\$26,117,074				\$26,117,074
16-13-0005	CTA	Ashland Av Transit Signal Priority and Signal Modernization	CONST	\$8,890,857				\$8,890,857

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8/23/2016 2:00:06 PM

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
09-10-0024	Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd	CONST	\$404,550				\$404,550
09-10-0024	Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd	CONST	\$3,867,068				\$3,867,068
01-16-0003	IDOT	Ramp Metering I-55 Expansion and Dan Ryan Enhancement	CONST	\$2,816,000				\$2,816,000
02-14-0004	IDOT	Willow Rd at Pfingsten Rd	CONST	\$800,400				\$800,400
02-16-0006	IDOT	Golf Rd at Harms Rd	CONST	\$660,000				\$660,000
10-14-0021	IDOT	IL 176 at Roberts Rd	CONST	\$780,000				\$780,000
13-14-0001	IEPA	Chicago Area Green Fleet Grant Program	IMP	\$4,000,000				\$4,000,000
							<i>Schedule chg. request pending 4/7/16 PSC.</i>	
			<i>IMP</i>	<i>\$4,000,000</i>		<i>\$2,000,000</i>		<i>\$2,000,000</i>
10-16-0004	Lake County	US 12/Rand Rd from IL 176 Ramps to Miller Rd	CONST	\$1,836,960				\$1,836,960
10-16-0005	Lake County	Sunset Av/Golf Rd/Greenwood Av from McAree Rd to IL 137/Sheridan Rd	CONST	\$1,428,320				\$1,428,320
10-00-0117	Lake County DOT	IL 134 and Fairfield Rd	CONST	\$443,000				\$443,000
10-16-0013	Lake Villa	Lake Villa TOD Sidewalk and Multi-use Path Connections to Metra	CONST	\$248,000				\$248,000
03-16-0016	Mount Prospect	Covered Bicycle Parking at the Mt. Prospect Metra Station	CONST	\$134,800				\$134,800
10-16-0001	Mundelein	Maple Av Bike Path	CONST	\$938,500				\$938,500
10-16-0006	Mundelein	McKinley Av Commuter Bridge over CN RR at Mundelein Metra Station	CONST	\$1,360,000				\$1,360,000
07-16-0004	Oak Forest	Oak Forest TOD Area Access to Transit Improvements	CONST	\$415,910				\$415,910

*Increase, Withdrawal and Obligation codes can be found at the end of this report.

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
17-12-0001	Pace	I-90 Corridor Enhanced Markets	IMP	\$10,329,683				\$10,329,683
17-94-0002	Pace	VIP Vanpool Program	IMP	\$7,520,000				\$7,520,000
07-16-0005	Richton Park	Richton Park Metra Electric Station Area Access	CONST	\$263,842				\$263,842
<i>Targeting September 2016 letting. Will need o request schedule change in July 2016.</i>								
13-16-0002	RTA	Access to Transit Group	CONST	\$3,875,732		\$3,875,732	X	\$0
03-14-0017	Schaumburg	Woodfield Rd at IL 53	CONST	\$2,106,000				\$2,106,000
02-16-0013	Skokie	Skokie Bicycle Parking at Dempster and Oakton	CONST	\$230,824				\$230,824
07-16-0006	University Park	University Park Metra Transit Access	CONST	\$357,400				\$357,400
31 line items in 2019 totalling:				\$91,268,812		\$3,875,732		\$87,393,080
2020								
16-10-9001	CTA	Red and Purple Line Modernization	CONST	\$100,000,000				\$100,000,000
02-97-0006	Skokie	Old Orchard Rd from Edens Ewy to Skokie Blv	CONST	\$6,986,000				\$6,986,000
<i>Schedule change pending 4/7/16 PSC meeting.</i>								
2 line items in 2020 totalling:				\$106,986,000				\$106,986,000
162 line items in 2016 - 2020 totalling:				\$491,851,665	\$20,074,375	\$16,372,116	\$26,737,897	\$468,816,027

Increase Codes	Withdrawal Codes	Obligation Codes
C - Committee	C - Project Complete	F - Final Voucher/FTA Grant Closed
I - Internal	D - Phase Deferred	M - Modified Project Agreement
R - Reinstated	O - Obligation Remainder	O - Obligated
T - Transfer	S - Sponsor Request	
	T - Phase Transfer	
	U - Unknown (predates tracking)	
	X - Project Transfer	

*Increase, Withdrawal and Obligation codes can be found at the end of this report.

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CMAQ Program Summary - Deferred Projects

Includes obligations through August 15, 2016

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
2000								
11-96-0007	McHenry County Conservation District	BIKE FAC-MCHENRY CONSERVATION DISTRICT-WOODSTOCK CRYSTAL LAKE BIKEWAY	ENG1	\$219,040	Sub. Phase Def.	\$219,256 F	(\$216)	\$0
1 line items in 2000 totalling:				\$219,040		\$219,256	(\$216)	\$0
2002								
01-01-0011	CDOT	CDOT-New Resident/Student Bike Marketing Program	ENG	\$119,085	Sub. Phase Def.	\$119,085 F	\$0	\$0
01-97-0086	CDOT	CDOT-Near West Side Signal Interconnect	ENG	\$0	Sub. Phase Def.		\$0	\$0
01-98-0080	CDOT	CDOT Peterson Ave from Cicero to Ridge Signal Interconnect	ENG1	\$189,618	Sub. Phase Def.	\$174,160 M	\$15,458	\$0
10-02-0007	Lake County DOT	Lake Zurich-US 12/Rand Road at Ela Road	ENG1	\$42,617	Sub. Phase Def.	\$42,721 F	(\$104)	\$0
4 line items in 2002 totalling:				\$351,320		\$335,966	\$15,354	\$0
2003								
01-01-0011	CDOT	CDOT-New Resident/Student Bike Marketing Program	ENG	\$120,000	Sub. Phase Def.	\$120,040 F	(\$40)	\$0
07-01-0004	Chicago Heights	City of Chicago Heights-Old Plank Road Trail Extension from Western to Euclid	ENG1	\$57,550	Sub. Phase Def.	\$57,750 M	(\$200)	\$0
2 line items in 2003 totalling:				\$177,550		\$177,790	(\$240)	\$0

*Obligation codes can be found at the end of this report.

Lines highlighted and shown in italics represent line item status as of prior PSC meeting.

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
2005								
01-05-0001	CDOT	Safe Routes to School Program - Citywide	ENG1	\$111,249	Sub. Phase Def.	\$111,249 F	\$0	\$0
1 line items in 2005 totalling:				\$111,249		\$111,249	\$0	\$0
2006								
01-04-0002	CDOT	35th St Bicycle-Pedestrian Bridge	ENG1	\$829,322	Sub. Phase Def.	\$829,322 M	\$0	\$0
1 line items in 2006 totalling:				\$829,322		\$829,322	\$0	\$0
2007								
01-02-0027	CDOT	Cicero Ave Smart Corridor	ENG2	\$0	Sub. Phase Def.		\$0	\$0
01-06-0002	CDOT	43rd St Bicycle-Pedestrian Bridge	ENG1	\$563,422	Sub. Phase Def.	\$563,422 M	\$0	\$0
10-06-0003	Deerfield	Deerfield Rd Sidewalk	ENG2	\$33,745	Sub. Phase Def.	\$33,744 M	\$1	\$0
07-06-0058	FPD of Cook County	Thorn Creek Bicycle Trail Completion	ENG1	\$371,724	Sub. Phase Def.	\$371,724 F	\$0	\$0
11-06-0032	McHenry	Miller Rd/Bull Valley Rd at N. Front St and Green St	ENG1	\$80,158	Sub. Phase Def.	\$80,158 F	\$0	\$0
10-06-0065	Waukegan	Waukegan/North Chicago Lake Front Bike Path	ENG2	\$88,000	Sub. Phase Def.	\$88,000 O	\$0	\$0
6 line items in 2007 totalling:				\$1,137,049		\$1,137,048	\$1	\$0
2008								
09-08-0005	Carpentersville	IL 31 at Huntley Rd	ENG1	\$237,600	Sub. Phase Def.	\$237,025 O	\$575	\$0
01-01-0011	CDOT	CDOT-New Resident/Student Bike Marketing Program	IMP	\$174,600	Sub. Phase Def.	\$174,427 O	\$173	\$0

*Obligation codes can be found at the end of this report.

Lines highlighted and shown in italics represent line item status as of prior PSC meeting.

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-08-0001	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	ENG1	\$353,000	Sub. Phase Def.	\$352,562 O	\$438	\$0
10-00-0128	Lake County DOT	Roberts Rd at River Rd	ENG1	\$217,300	Sub. Phase Def.	\$217,300 F	\$0	\$0
11-06-0032	McHenry	Miller Rd/Bull Valley Rd at N. Front St and Green St	ENG2	\$295,800	Sub. Phase Def.	\$273,176 F	\$22,624	\$0
04-08-0001	Melrose Park	North Ave Commuter Bicycle Path from Mannheim Rd to Riverwoods Dr	ENG1	\$55,835	Sub. Phase Def.	\$55,835 F	\$0	\$0
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	ENG1	\$680,000	Sub. Phase Def.	\$480,291 M	\$199,709	\$0
12-08-0003	Will County Department of Highways	Laraway Rd at Cedar Rd	ENG1	\$120,000	Sub. Phase Def.	\$120,000 O	\$0	\$0
8 line items in 2008 totalling:				\$2,134,135		\$1,910,616	\$223,519	\$0
2009								
01-97-0086	CDOT	CDOT-Near West Side Signal Interconnect	ENG	\$974,000	Sub. Phase Def.	\$916,000 M	\$58,000	\$0
							<i>Expected accomplishment August 2016</i>	
09-09-0006	Elgin	Elgin Bikeway Plan Route 1 NE Quadrant	ENG2	\$101,131	Reinstated	\$101,131 F	\$0	\$0
09-09-0007	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	ENG1	\$180,099	Sub. Phase Def.	\$180,099 O	\$0	\$0
							<i>Alternate route being sought with Kane County Forest Preserve</i>	
3 line items in 2009 totalling:				\$1,255,230		\$1,197,230	\$58,000	\$0
2010								
11-09-0006	Crystal Lake	Main St and Crystal Lake Ave Railroad Crossings	ENG1	\$72,000	Sub. Phase Def.	\$34,088 M	\$37,912	\$0
09-09-0010	Kane County	Huntley Rd at Galligan Rd	ENG1	\$80,000	Sub. Phase Def.	\$80,000 O	\$0	\$0

*Obligation codes can be found at the end of this report.

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
09-08-0003	Pace	Main St at Nelson Lake Rd	ENG1	\$80,000	Sub. Phase Def.	\$80,000 F	\$0	\$0
07-08-0010	Riverdale	CSXT Barr Rail Yard Switch Engine Retrofit	IMP	\$2,925,000	Sub. Phase Def.	\$4,680,000 M	(\$1,755,000)	\$0
12-10-0001	Romeoville	Romeoville Metra Station and Parking	CONST	\$340,000	Sub. Phase Def.	\$340,000 M	\$0	\$0
5 line items in 2010 totalling:				\$3,497,000		\$5,214,088	(\$1,717,088)	\$0
2011								
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	ENG1	\$0	Sub. Phase Def.		\$0	\$0
02-10-0001	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	ENG1	\$55,834	Sub. Phase Def.	\$55,834 F	\$0	\$0
02-10-0002	Lincolnwood	Lincolnwood Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail	ENG1	\$56,000	Sub. Phase Def.	\$55,953 F	\$47	\$0
11-96-0007	McHenry County Conservation District	BIKE FAC-MCHENRY CONSERVATION DISTRICT-WOODSTOCK CRYSTAL LAKE BIKEWAY	CONST	\$440,960	Sub. Phase Def.	\$242,700 F	\$198,260	\$0
4 line items in 2011 totalling:				\$552,794		\$354,487	\$198,307	\$0
2012								
11-12-0006	Algonquin	Randall Rd Pedestrian Crossing from Golden Eagle Dr to Stonegate Rd	ENG1	\$120,000	Sub. Phase Def.	\$120,000 O	\$0	\$0
01-02-0027	CDOT	Cicero Ave Smart Corridor	ENG	\$733,000	Sub. Phase Def.	\$497,228 M	\$235,772	\$0

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-05-0001	CDOT	Safe Routes to School Program - Citywide	ENG2	\$0	Sub. Phase Def.		\$0	\$0
01-05-0001	CDOT	Safe Routes to School Program - Citywide	ENG2	\$331,151	Sub. Phase Def.	\$298,400 M	\$32,751	\$0
								<i>Final PS&E 4/22/2016</i>
01-05-0001	CDOT	Safe Routes to School Program - Citywide	IMP	\$0	Sub. Phase Def.		\$0	\$0
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	ENG2	\$0	Sub. Phase Def.		\$0	\$0
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	ENG2	\$320,000	Sub. Phase Def.	\$320,000 O	\$0	\$0
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	CONST	\$537,000	Deferred		\$0	\$537,000
01-08-0003	CDOT	Signal Controller Upgrade and Timing Program	ENG2	\$0	Sub. Phase Def.		\$0	\$0
01-97-0088	CDOT	87th St from Pulaski Rd to I-94/Dan Ryan Ewy	ENG1	\$200,000	Deferred		\$0	\$200,000
10-06-0003	Deerfield	Deerfield Rd Sidewalk	ROW	\$84,172	Sub. Phase Def.	\$84,172 M	\$0	\$0
03-12-0005	Des Plaines	Ballard Rd from Bender Rd to Good Av	ENG1	\$13,400	Sub. Phase Def.	\$20,000 O	(\$6,600)	\$0
07-06-0058	FPD of Cook County	Thorn Creek Bicycle Trail Completion	ENG2	\$304,400	Sub. Phase Def.	\$295,712 O	\$8,688	\$0
07-08-0002	Hazel Crest	New Commuter Parking Lot on the NW corner of 171st St at Park Ave.	ENG1	\$23,973	Sub. Phase Def.	\$23,973 O	\$0	\$0
07-09-0003	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	ENG1	\$20,880	Sub. Phase Def.	M	\$20,880	\$0

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
09-09-0010	Kane County	Huntley Rd at Galligan Rd	ENG2	\$135,960	Sub. Phase Def.	\$135,960 O	\$0	\$0
10-00-0128	Lake County DOT	Roberts Rd at River Rd	ROW	\$0	Sub. Phase Def.		\$0	\$0
10-00-0128	Lake County DOT	Roberts Rd at River Rd	ENG2	\$471,461	Sub. Phase Def.	\$471,461 F	\$0	\$0
04-08-0002	Northlake	Grand Ave Sidewalk from Northwest Ave to Rhodes Ave	ENG1	\$140,000	Sub. Phase Def.	\$99,737 O	\$40,263	\$0
08-05-0005	Oak Brook	Oak Brook Employment Area Distributor Service	ENG	\$50,000	Sub. Phase Def.	\$36,890 O	\$13,110	\$0
<i>expected accomplishment December 2016</i>								
09-08-0003	Pace	Main St at Nelson Lake Rd	ROW	\$0	Sub. Phase Def.		\$0	\$0
09-10-0002	Sleepy Hollow	Bike Path along Sleepy Hollow Road from Thorobred Lane to Dundee Township Bird Sanctuary Trail Head	ENG1	\$9,600	Sub. Phase Def.	\$9,600 F	\$0	\$0
07-10-0001	Tinley Park	183rd St at Oak Park Ave	ENG1	\$224,000	Sub. Phase Def.	\$224,000 M	\$0	\$0
12-08-0003	Will County Department of Highways	Laraway Rd at Cedar Rd	ROW	\$0	Sub. Phase Def.		\$0	\$0
24 line items in 2012 totalling:				\$3,718,997		\$2,637,133	\$344,864	\$737,000
2013								
11-12-0006	Algonquin	Randall Rd Pedestrian Crossing from Golden Eagle Dr to Stonegate Rd	ENG2	\$210,000	Sub. Phase Def.	\$193,417 O	\$16,583	\$0
<i>Project is on hold for reevaluation of alternatives. Expected accomplishment December 2017</i>								
01-01-0009	CDOT	CDOT-Lakefront Trail-Navy Pier Flyover	CONST	\$4,057,600	Sub. Phase Def.	\$4,057,600 O	\$0	\$0

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-01-0011	CDOT	CDOT-New Resident/Student Bike Marketing Program	IMP	\$1,346,315	Reinstated	\$1,006,372 O	\$339,943	\$0
01-01-0011	CDOT	CDOT-New Resident/Student Bike Marketing Program	IMP	\$0	Sub. Phase Def.		\$0	\$0
01-04-0002	CDOT	35th St Bicycle-Pedestrian Bridge	ENG2	\$649,637	Sub. Phase Def.	\$2,252,644 M	(\$1,603,007)	\$0
01-04-0002	CDOT	35th St Bicycle-Pedestrian Bridge	ENG2	\$0	Sub. Phase Def.		\$0	\$0
01-04-0002	CDOT	35th St Bicycle-Pedestrian Bridge	CONST	\$7,261,042	Reinstated	\$7,261,000 O	\$42	\$0
01-08-0007	CDOT	79th St from IL 50/Cicero Ave to Ashland Ave	ENG2	\$440,000	Sub. Phase Def.	\$68,636 M	\$371,364	\$0
		<i>Delayed due to difficulties in dividing engineering into separate scopes for capital work and "System Manager" software. Estimated accomplishment November 2017</i>						
07-01-0004	Chicago Heights	City of Chicago Heights-Old Plank Road Trail Extension from Western to Euclid	ENG2	\$65,000	Sub. Phase Def.	\$59,026 O	\$5,974	\$0
08-12-0006	DuPage County DOT	Fabyan Pkwy/Washington St at Roosevelt Rd	ENG2	\$549,000	Sub. Phase Def.	\$545,268 M	\$3,732	\$0
07-06-0058	FPD of Cook County	Thorn Creek Bicycle Trail Completion	CONST	\$4,922,400	Reinstated	\$4,661,148 M	\$261,252	\$0
12-12-0001	FPD of Will County	DuPage River Trail - Segment 5	ENG1	\$72,000	Sub. Phase Def.	\$71,833 O	\$167	\$0
09-09-0010	Kane County	Huntley Rd at Galligan Rd	ROW	\$248,000	Sub. Phase Def.	\$248,000 O	\$0	\$0
		<i>Need one remaining parcel - its in condemnation. Expected accomplishment January 2017</i>						
10-00-0129	Lake County DOT	Hart Rd at US 14/W Northwest Hwy	ENG2	\$742,083	Sub. Phase Def.	\$742,083 O	\$0	\$0
		<i>The addition of a Village of Barrington ITEP funded bike path has required additional right-of-way and engineering to the project. Expected accomplishment October 2016</i>						
10-02-0007	Lake County DOT	Lake Zurich-US 12/Rand Road at Ela Road	ENG2	\$86,000	Reinstated	\$86,150 O	(\$150)	\$0

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
02-10-0001	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	ENG2	\$52,000	Sub. Phase Def.	\$51,737 F	\$263	\$0
			<i>ENG2</i>	<i>\$52,000</i>	<i>Sub. Phase Def.</i>	<i>\$51,954</i>	<i>\$46</i>	<i>\$0</i>
02-10-0002	Lincolnwood	Lincolnwood Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail	ENG2	\$56,000	Sub. Phase Def.	\$55,982 O	\$18	\$0
03-12-0012	Niles	Cleveland St Crosswalks from Waukegan Rd to Caldwell Av	ENG1	\$8,000	Sub. Phase Def.	\$7,996 O	\$4	\$0
04-12-0007	Northlake	Northwest Av from Grand Av to North Av	ENG1	\$57,200	Sub. Phase Def.	\$57,111 O	\$89	\$0
								<i>"Project suspended"</i>
09-08-0003	Pace	Main St at Nelson Lake Rd	ENG2	\$55,000	Sub. Phase Def.	\$54,446 O	\$554	\$0
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	ROW	\$78,000	Reinstated	\$78,400 M	(\$400)	\$0
09-10-0002	Sleepy Hollow	Bike Path along Sleepy Hollow Road from Thorobred Lane to Dundee Township Bird Sanctuary Trail Head	ENG2	\$9,600	Sub. Phase Def.	\$9,600 F	\$0	\$0
09-10-0002	Sleepy Hollow	Bike Path along Sleepy Hollow Road from Thorobred Lane to Dundee Township Bird Sanctuary Trail Head	CONST	\$105,600	Reinstated	\$96,697 F	\$8,903	\$0
07-06-0002	University Park	Cicero Ave Shared Use Path	ENG1	\$60,000	Reinstated	\$60,000 O	\$0	\$0
								<i>Est. DA 11/2016</i>
12-08-0003	Will County Department of Highways	Laraway Rd at Cedar Rd	ENG2	\$0	Sub. Phase Def.		\$0	\$0
25 line items in 2013 totalling:				\$21,130,477		\$21,725,146	(\$594,669)	\$0

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
2014								
11-12-0006	Algonquin	Randall Rd Pedestrian Crossing from Golden Eagle Dr to Stonegate Rd	ROW	\$320,000	Sub. Phase Def.	\$320,000 O	\$0	\$0
<i>Project is on hold for reevaluation of alternatives. Expected accomplishment December 2018</i>								
09-08-0005	Carpentersville	IL 31 at Huntley Rd	ENG2	\$190,400	Reinstated	\$190,400 O	\$0	\$0
<i>Expected accomplishment 12/16, expecting March 2017 letting</i>								
01-06-0002	CDOT	43rd St Bicycle-Pedestrian Bridge	ENG2	\$868,578	Reinstated	\$687,823 O	\$104,177	\$76,578
<i>Application to 2017 ITEP pending; expected accomplishment December 2016</i>								
01-09-0002	CDOT	Weber Spur Trail UPRR from Devon/Springfield to Elston/Kimberly	ENG1	\$2,880,000	Reinstated	\$2,661,614 M	\$218,386	\$0
<i>Further delays as Union Pacific reconsiders the length of corridor to be abandoned; expected accomplishment May 2018</i>								
01-09-0002	CDOT	Weber Spur Trail UPRR from Devon/Springfield to Elston/Kimberly	ENG2	\$0	Reinstated		\$0	\$0
01-09-0002	CDOT	Weber Spur Trail UPRR from Devon/Springfield to Elston/Kimberly	IMP	\$0	Sub. Phase Def.		\$0	\$0
03-12-0005	Des Plaines	Ballard Rd from Bender Rd to Good Av	ENG2	\$30,900	Sub. Phase Def.	\$30,905 M	(\$5)	\$0
08-12-0006	DuPage County DOT	Fabyan Pkwy/Washington St at Roosevelt Rd	ROW	\$1,137,000	Sub. Phase Def.	\$960,000 M	\$177,000	\$0
09-09-0006	Elgin	Elgin Bikeway Plan Route 1 NE Quadrant	CONST	\$418,000	Reinstated	\$380,672 O	\$37,328	\$0
01-08-0001	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	ENG2	\$246,000	Reinstated	\$230,290 O	\$15,710	\$0

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
07-08-0002	Hazel Crest	New Commuter Parking Lot on the NW corner of 171st St at Park Ave.	ROW	\$0	Sub. Phase Def.		\$0	\$0
07-08-0002	Hazel Crest	New Commuter Parking Lot on the NW corner of 171st St at Park Ave.	ENG2	\$0	Sub. Phase Def.		\$0	\$0
07-08-0002	Hazel Crest	New Commuter Parking Lot on the NW corner of 171st St at Park Ave.	CONST	\$0	Sub. Phase Def.		\$0	\$0
03-12-0002	IDOT	IL 59 at W Bartlett Rd	ROW	\$432,000	Sub. Phase Def.	\$96,000 O	\$336,000	\$0
09-11-0013	Kane County	Arterial Management Center	CONST	\$854,940	Reinstated	\$855,200 M	(\$260)	\$0
10-00-0128	Lake County DOT	Roberts Rd at River Rd	CONST	\$6,858,539	Reinstated	\$5,542,524 M	\$1,316,015	\$0
10-00-0129	Lake County DOT	Hart Rd at US 14/W Northwest Hwy <i>The addition of a Village of Barrington ITEP funded bike path to the project has resulted in the need for additional right-of-way. Expected accomplishment January 2017.</i>	ROW	\$659,000	Sub. Phase Def.	\$267,468 O	\$391,532	\$0
02-10-0001	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail <i>Reinstatement request of \$2.384 million approved at 6/25 PSC. Ant. Accom 3/2016</i>	ROW	\$4,724,000	Reinstated	\$3,680,000 M	\$304,000	\$740,000
02-12-0003	Lincolnwood	Touhy Av Overpass (Skokie Valley Bike Trail)	ENG1	\$158,520	Sub. Phase Def.	\$156,536 M	\$1,984	\$0
10-13-0015	North Chicago	N Chicago Lakefront Bike Path <i>The City is working with District 1 regarding a Jurisdictional Transfer of IDOT ROW to the City to permit design to proceed. Initial design proposed required unattainable ROW from a RR and the US Navy, so the JT request will permit a buildable-design to</i>	ENG1	\$17,795	Sub. Phase Def.	\$17,796 O	(\$1)	\$0
04-12-0005	Oak Park	Bike Parking along North Blv from Marion St to Forest Av and at Parking Lots at the CTA Oak Park Blue Line Station <i>Potential for de-obligation. Phase accomplished through local funds.</i>	ENG2	\$0	Sub. Phase Def.	\$39,996 O	(\$39,996)	\$0
04-12-0005	Oak Park	Bike Parking along North Blv from Marion St to Forest Av and at Parking Lots at the CTA Oak Park Blue Line Station	ENG2	\$0	Sub. Phase Def.		\$0	\$0

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	ENG2	\$440,000	Reinstated	\$439,901 O	\$99	\$0
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	CONST	\$138,000	Reinstated	\$108,000 O	\$30,000	\$0
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	CONST	\$326,000	Reinstated	\$189,600 O	\$136,400	\$0
02-12-0004	Skokie	Old Orchard Rd from Skokie Blv to Gross Point Rd	ROW	\$33,000	Sub. Phase Def.	\$33,000 O	\$0	\$0
<i>Village has begun eminent domain procedures to acquire property needed for original project. Project was modified to be let. Full path to be completed by the Village when right of way is obtained. Expected accomplishment March 2017</i>								
07-10-0001	Tinley Park	183rd St at Oak Park Ave	ENG2	\$144,000	Sub. Phase Def.	\$144,000 O	\$0	\$0
07-96-0003	University Park	University Parkway Bike Facility and Intersection Improvement at Governors Highway	CONST	\$1,660,000	Reinstated	\$1,660,000 O	\$0	\$0
<i>HSIP funding application submitted for this project. Target letting November 2018</i>								
07-96-0003	University Park	University Parkway Bike Facility and Intersection Improvement at Governors Highway	CONST	\$0	Sub. Phase Def.		\$0	\$0
10-06-0065	Waukegan	Waukegan/North Chicago Lake Front Bike Path	CONST	\$0	Sub. Phase Def.		\$0	\$0
08-12-0008	Wheaton	Sign the Wheaton Bicycle Network	ENG2	\$14,400	Sub. Phase Def.	\$10,879 O	\$3,521	\$0
<i>anticipated accomplishment 08/16</i>								
31 line items in 2014 totalling:				\$22,551,072		\$18,702,604	\$3,031,890	\$816,578
2015								
09-08-0005	Carpentersville	IL 31 at Huntley Rd	ROW	\$0	Sub. Phase Def.		\$0	\$0
01-05-0001	CDOT	Safe Routes to School Program - Citywide	CONST	\$0	Sub. Phase Def.		\$0	\$0
<i>This line combined with High Schools line.</i>								

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
07-01-0004	Chicago Heights	City of Chicago Heights-Old Plank Road Trail Extension from Western to Euclid	CONST	\$1,010,400	Reinstated	\$824,697 M	\$185,703	\$0
<i>Withdrawn from March letting. Tgt. 4/24/15 letting. Remainder withdrawn: \$278,050. 80% of low bid: \$714,297.</i>								
03-12-0005	Des Plaines	Ballard Rd from Bender Rd to Good Av	ROW	\$0	Sub. Phase Def.		\$0	\$0
<i>funding transferred to PHII and Cosnt.</i>								
08-12-0006	DuPage County DOT	Fabyan Pkwy/Washington St at Roosevelt Rd	CONST	\$8,302,000	Reinstated	\$7,804,810 M	\$497,190	\$0
<i>Let 1/30/2015.</i>								
			CONST	\$8,302,000	Reinstated	\$8,300,160	\$1,840	\$0
01-08-0001	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	CONST	\$5,791,000	Reinstated	\$4,713,752 M	\$1,077,248	\$0
<i>Split into two sections, one funded with TAP-L. Both will be re-let, transfer of funds pending 11/5/15 meeting to rework PHII eng.</i>								
01-08-0001	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	CONST	\$0	Sub. Phase Def.	\$0 O	\$0	\$0
<i>Combined with other Construction line item to match executed agreement (1/25/15).</i>								
12-12-0001	FPD of Will County	DuPage River Trail - Segment 5	ENG2	\$68,000	Reinstated	\$67,918 O	\$82	\$0
12-12-0001	FPD of Will County	DuPage River Trail - Segment 5	CONST	\$302,000	Sub. Phase Def.	\$1,232,000 M	\$302,000	(\$1,232,000)
04-11-0009	Hillside	Butterfield Rd from Wolf Rd to Mannheim Rd	ROW	\$640,000	Sub. Phase Def.		\$640,000	\$0
<i>Expected accomplishment October 2016. Construcion was vountarily deferred.</i>								
10-02-0007	Lake County DOT	Lake Zurich-US 12/Rand Road at Ela Road	CONST	\$694,183	Reinstated	\$694,222 M	(\$39)	\$0
<i>Tgt. letting April 24, 2015. Sponsor change 2/2/15 from Lake Zurich to Lake County DOT. 80% of low bid: \$934,837.</i>								
10-02-0007	Lake County DOT	Lake Zurich-US 12/Rand Road at Ela Road	CONST	\$0	Sub. Phase Def.		\$0	\$0
<i>This line consolidated with above for obligation tracking.</i>								

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
11-06-0032	McHenry	Miller Rd/Bull Valley Rd at N. Front St and Green St	CONST	\$1,556,440	Reinstated	\$1,556,200 O	\$240	\$0
<i>Let 1/30/2015.</i>								
04-08-0001	Melrose Park	North Ave Commuter Bicycle Path from Mannheim Rd to Riverwoods Dr	ENG2	\$109,600	Reinstated	\$109,314 M	\$286	\$0
<i>Est. draft PS&E 3/6/15</i>								
04-08-0001	Melrose Park	North Ave Commuter Bicycle Path from Mannheim Rd to Riverwoods Dr	CONST	\$1,540,000	Reinstated	\$1,499,920 M	\$40,080	\$0
<i>Project let for bid 3/4/2016</i>								
04-08-0002	Northlake	Grand Ave Sidewalk from Northwest Ave to Rhodes Ave	ENG2	\$140,000	Reinstated	\$140,000 O	\$0	\$0
<i>Expected accomplishment November 2016</i>								
04-12-0005	Oak Park	Bike Parking along North Blv from Marion St to Forest Av and at Parking Lots at the CTA Oak Park Blue Line Station	CONST	\$0	Sub. Phase Def.		\$0	\$0
09-08-0003	Pace	Main St at Nelson Lake Rd	CONST	\$700,436	Reinstated	\$584,773 M	\$115,663	\$0
<i>3/6/15 letting. Item 200. 80% of low bid: \$512,337. Ob. remainder of \$419,564 withdrawn 3/24/15.</i>								
07-08-0010	Riverdale	CSXT Barr Rail Yard Switch Engine Retrofit	IMP	\$1,712,520	Reinstated		\$1,712,520	\$0
<i>Funds to be added to FFY 2010 authorization via MPA.</i>								
12-10-0001	Romeoville	Romeoville Metra Station and Parking	ENG2	\$440,000	Reinstated	\$437,082 O	\$2,918	\$0
04-00-0010	Schiller Park	Des Plaines River Rd Continuous Left Turn Lane from River St to Winona	ENG2	\$24,000	Deferred		\$0	\$24,000
<i>No Oct 2015 Status Update Received. No May 2015 Status Update received.</i>								
07-10-0001	Tinley Park	183rd St at Oak Park Ave	ROW	\$0	Reinstated		\$0	\$0
<i>Sponsor requested scope change for 1/7/16 meeting.</i>								

*Obligation codes can be found at the end of this report.

Lines highlighted and shown in italics represent line item status as of prior PSC meeting.

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
10-06-0065	Waukegan	Waukegan/North Chicago Lake Front Bike Path	ENG1	\$165,140	Sub. Phase Def.		\$165,140	\$0
<i>May 2016 status update indicates delays and responding to IDOT review comments on draft PDR; expected authorization July 2016</i>								
23 line items in 2015 totalling:				\$23,195,719		\$19,664,688	\$4,739,031	(\$1,208,000)
2016								
07-12-0004	Burnham	Burnham Greenway Trail from State St to Brainard and Burnham	CONST	\$3,161,600	Deferred		\$0	\$3,161,600
<i>Targeting June 2017 letting</i>								
01-01-0009	CDOT	CDOT-Lakefront Trail-Navy Pier Flyover	CONST	\$7,270,400	Sub. Phase Def.		\$7,270,400	\$0
<i>Targeting local letting 10/1/2016</i>								
01-01-0011	CDOT	CDOT-New Resident/Student Bike Marketing Program	IMP	\$2,000,000	Deferred		\$0	\$2,000,000
<i>Final plans and construction IPA to be submitted by the end of 2015. Targeting January 2017 authorization</i>								
01-02-0027	CDOT	Cicero Ave Smart Corridor	CONST	\$2,187,000	Reinstated		\$2,187,000	\$0
<i>Extended review process w/ IDOT. Final PS&E due to IDOT 8/15/2016. Targeting January 2017 local letting.</i>								
01-05-0001	CDOT	Safe Routes to School Program - Citywide	CONST	\$1,321,600	Reinstated	\$1,322,000 O	(\$400)	\$0
<i>Expected accomplishment September 2016</i>								
			CONST	\$1,321,600	Reinstated		\$1,321,600	\$0
01-06-0004	CDOT	Walk Chicago-Pedestrian Encouragement Program	IMP	\$0	Sub. Phase Def.		\$0	\$0
<i>Identified as unneeded with request for increase on 01-01-0011, therefore funds were withdrawn.</i>								

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	ENG1	\$0	Sub. Phase Def.		\$0	\$0
<i>Combined ENG1/ENG2 IPA and agreements targeted for submission to IDOT 09/01/2016.</i>								
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	ENG2	\$0	Sub. Phase Def.		\$0	\$0
<i>Scope development delayed by staffing availability and prioritization of completing engineering on previous series. Combined ENG1/ENG2 Agreement and IPA due to IDOT 9/1/2016. Expected accomplishment February 2018</i>								
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	CONST	\$75,000	Sub. Phase Def.		\$1,463,000	(\$1,388,000)
<i>PS&E submitted and awaiting comments (11/15) Ant. FFY 2016 letting</i>								
01-06-0074	CDOT	Chicago Diesel Fleet Retrofit Project	IMP	\$1,739,000	Deferred		\$0	\$1,739,000
<i>multiple delays; changes will likely require a re-scoping request prior to reactivation. Anticipated authorization March 2017</i>								
01-06-0074	CDOT	Chicago Diesel Fleet Retrofit Project	IMP	\$672,800	Deferred		\$0	\$672,800
<i>multiple delays; changes will likely require a re-scoping request prior to reactivation. Anticipated authorization March 2017</i>								
01-06-0074	CDOT	Chicago Diesel Fleet Retrofit Project	IMP	\$1,118,000	Deferred		\$0	\$1,118,000
<i>multiple delays; changes will likely require a re-scoping request prior to reactivation. Anticipated authorization March 2017</i>								
01-08-0003	CDOT	Signal Controller Upgrade and Timing Program	IMP	\$1,920,000	Reinstated	\$1,920,000 O	\$0	\$0
<i>final P&SE submittal 5/6/2016; expected authorization 08/2016, accomplishment 12/2016</i>								
			IMP	\$1,920,000	Reinstated		\$1,920,000	\$0
01-09-0005	CDOT	Traffic Management Center Integrated Corridor Management	IMP	\$1,520,000	Deferred		\$0	\$1,520,000
<i>Anticipated authorization June 2017</i>								

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-12-0002	CDOT	Arterial VMS Traveler Information System, Phase I	ENG	\$172,000	Deferred		\$0	\$172,000
<i>anticipate a single IPA for engineering and implementation. Expected authorization February 2017</i>								
01-12-0002	CDOT	Arterial VMS Traveler Information System, Phase I	IMP	\$1,141,200	Deferred		\$0	\$1,141,200
<i>anticipate a single IPA for engineering and implementation. Expected authorization February 2017</i>								
01-12-0006	CDOT	US 41/Lakeshore Dr and Columbus Dr from Monroe Dr to US 41/Waldron Dr (1600 S)	ENG	\$124,000	Deferred		\$0	\$124,000
<i>Antic. Auth. 11/2016.</i>								
01-12-0007	CDOT	IL 19/Irving Park Rd from Western Av to US 41/Lake Shore Dr	ENG	\$122,000	Deferred		\$0	\$122,000
<i>Antic. auth. 11/2016.</i>								
01-12-0007	CDOT	IL 19/Irving Park Rd from Western Av to US 41/Lake Shore Dr	IMP	\$806,000	Deferred		\$0	\$806,000
<i>Expected authorization November 2017</i>								
05-09-0002	Cicero	Cicero Rail Yard Switch Engine Retrofit	IMP	\$1,820,000	Deferred		\$0	\$1,820,000
<i>10/15 status update: "Reanalyzing project internally" Buy America waiver received. Final contract negotiations on-going (IDOT has signed, BNSF has not). Reinstatement request needed.</i>								
11-09-0006	Crystal Lake	Main St and Crystal Lake Ave Railroad Crossings	CONST	\$938,000	Deferred		\$0	\$938,000
<i>Targeting letting November 2018</i>								
10-06-0003	Deerfield	Deerfield Rd Sidewalk	CONST	\$354,492	Reinstated	\$302,000 O	\$52,492	\$0
<i>Let 11/6/2015. 80% of low bid is \$14,518,697 - combined with Deerfield Rd project.</i>								
03-12-0005	Des Plaines	Ballard Rd from Bender Rd to Good Av	CONST	\$0	Sub. Phase Def.		\$0	\$0
<i>Deferred per 10/15 status update. Anticipating March 2017 letting</i>								
03-12-0011	Des Plaines	Des Plaines - Pedestrian Refuge Medians	CONST	\$71,386	Deferred		\$0	\$71,386
<i>Delayed due to coordination with CCDOH. Targeting letting March 2017</i>								

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
09-09-0007	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	ENG2	\$143,801	Deferred		\$0	\$143,801
<i>Expected accomplishment July 2017</i>								
09-12-0009	Elgin	Elgin CBD Bike Racks Program	ENG2	\$4,000	Sub. Phase Def.		\$12,000	(\$8,000)
<i>Expected accomplishment December 2016</i>								
			ENG2	\$0	Sub. Phase Def.		\$0	\$0
09-12-0009	Elgin	Elgin CBD Bike Racks Program	CONST	\$64,800	Deferred		(\$4,000)	\$68,800
<i>Expected authorization 12/2016, letting 06/2017</i>								
			CONST	\$68,800	Deferred		\$0	\$68,800
07-09-0003	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	ENG2	\$11,440	Deferred		\$0	\$11,440
<i>Waiting on Metra station rehab (summer 2015) before beginning.</i>								
04-11-0009	Hillside	Butterfield Rd from Wolf Rd to Mannheim Rd	CONST	\$452,000	Deferred		\$0	\$452,000
<i>Targeting January 2017 letting</i>								
03-14-0004	IDOT	Cumberland Circle Improvement at Golf Rd/State St/Wolf Rd/Broadway St	ROW	\$80,000	Sub. Phase Def.	\$80,000 O	\$0	\$0
<i>Expected accomplishment April 2017</i>								
09-10-0016	IDOT	IL 47 at Plato Rd	ROW	\$0	Sub. Phase Def.		\$0	\$0
<i>Delayed due to coordination with nearby construction project of other agency along IL 47. Expected accomplishment October 2017.</i>								
07-03-0012	Lan-Oak Park District	Lansing Greenway Connection from Grand Illinois Trail to Thorn Creek Trail	CONST	\$0	Sub. Phase Def.		\$0	\$0
<i>Anticipated to sunset at end of FFY16. Voluntary deferral requested.</i>								
02-10-0001	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	CONST	\$924,000	Reinstated	\$764,000 O	\$160,000	\$0
<i>Construction is anticipated to be fully completed by end of October of 2016.</i>								

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
02-10-0002	Lincolnwood	Lincolnwood Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail	CONST	\$920,000	Reinstated	\$907,923 M	\$12,077	\$0
							<i>Let 1/15/16. 80% of low bid is \$831,926.</i>	
			CONST	\$920,000	Reinstated	\$808,000	\$112,000	\$0
02-12-0003	Lincolnwood	Touhy Av Overpass (Skokie Valley Bike Trail)	ENG2	\$231,000	Reinstated	\$222,758 O	\$8,242	\$0
							<i>Expected accomplishment August 2017</i>	
11-96-0007	McHenry County Conservation District	BIKE FAC-MCHENRY CONSERVATION DISTRICT-WOODSTOCK CRYSTAL LAKE BIKEWAY	ENG2	\$200,000	Sub. Phase Def.	\$53,826 O	\$146,174	\$0
							<i>Agreement in Springfield for final approval. Expected accomplishment January 2017.</i>	
			ENG2	\$200,000	Sub. Phase Def.		\$200,000	\$0
10-13-0015	North Chicago	N Chicago Lakefront Bike Path	ENG2	\$27,031	Deferred		\$0	\$27,031
							<i>Phase not started due to JT in-process regarding Sheridan Road. Expected accomplishment August 2018</i>	
04-08-0002	Northlake	Grand Ave Sidewalk from Northwest Ave to Rhodes Ave	CONST	\$1,693,000	Deferred		\$0	\$1,693,000
							<i>On hold due to adjacent Tollway project. Targeting letting November 2017</i>	
04-12-0005	Oak Park	Bike Parking along North Blv from Marion St to Forest Av and at Parking Lots at the CTA Oak Park Blue Line Station	CONST	\$306,000	Reinstated	\$305,310 O	\$690	\$0
							<i>Project let May 9, 2016.80% of low bid \$227,110.</i>	
12-10-0001	Romeoville	Romeoville Metra Station and Parking	CONST	\$3,160,000	Reinstated		\$3,160,000	\$0
							<i>Targeting letting 11/2016</i>	
			CONST	\$2,840,000	Reinstated		\$35,200	\$2,804,800
12-10-0001	Romeoville	Romeoville Metra Station and Parking	CONST	\$812,000	Reinstated		\$812,000	\$0
							<i>Targeting letting 11/2016</i>	
			CONST	\$812,000	Deferred		\$0	\$812,000

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
04-00-0010	Schiller Park	Des Plaines River Rd Continuous Left Turn Lane from River St to Winona	CONST	\$320,000	Deferred		\$0	\$320,000
<i>No October 2015 Status Update Received. No May 2015 Status Update received.</i>								
02-12-0004	Skokie	Old Orchard Rd from Skokie Blv to Gross Point Rd	CONST	\$0	Sub. Phase Def.	\$388,207 M	\$39,793	(\$428,000)
<i>Project let for bid 3/4/2016. 80% of low bid \$310,566</i>								
07-10-0001	Tinley Park	183rd St at Oak Park Ave	CONST	\$0	Sub. Phase Def.		\$0	\$0
<i>Currently considering scope change</i>								
07-06-0002	University Park	Cicero Ave Shared Use Path	ENG2	\$14,000	Deferred		\$0	\$14,000
<i>Antic. Auth. FFY 2017</i>								
10-06-0065	Waukegan	Waukegan/North Chicago Lake Front Bike Path	ENG2	\$84,800	Deferred		\$0	\$84,800
<i>Expected accomplishment March 2017</i>								
10-06-0065	Waukegan	Waukegan/North Chicago Lake Front Bike Path	CONST	\$365,744	Deferred		\$0	\$365,744
<i>Targeting letting May 2018</i>								
12-08-0003	Will County Department of Highways	Laraway Rd at Cedar Rd	CONST	\$3,153,600	Deferred		\$0	\$3,153,600
<i>Targeting letting March 2017</i>								
48 line items in 2016 totalling:				\$41,501,694		\$6,266,024	\$15,319,468	\$19,916,202
2017								
09-08-0005	Carpentersville	IL 31 at Huntley Rd	CONST	\$2,896,800	Deferred		\$0	\$2,896,800
<i>Targeting January 2017 letting</i>								

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-03-0002	CDOT	Stony Island Ave from Midway Plaisance to US 12/US 20/95th St	CONST	\$4,032,000	Deferred		\$0	\$4,032,000
							<i>Draft PS&E anticipated to IDOT 3/1/17. Targeting September 2017 local letting. Draft PS&E anticipated to IDOT 3/1/17 Draft PS&E anticipated to IDOT 3/1/17 Draft PS&E anticipated to IDOT 3/1/17 Draft PS&E anticipated to IDOT 3/1/17. Targeting Septemebe</i>	
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	CONST	\$1,860,000	Deferred		\$0	\$1,860,000
							<i>Scope development delayed by staffing availability and prioritization of completing engineering on previous series. Expected accomplishment August 2018.</i>	
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	IMP	\$0	Sub. Phase Def.		\$0	\$0
							<i>Deferred 6/2015 due to ENG1/ENG2 not antic. To be accomp. prior to 2015 sunset.</i>	
01-08-0007	CDOT	79th St from IL 50/Cicero Ave to Ashland Ave	CONST	\$5,020,000	Deferred		\$0	\$5,020,000
							<i>Estimate that a revised engineering agreement will be submitted to IDOT 9/1/2016. Estimated accomplishment April 2018.</i>	
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$412,000	Deferred		\$0	\$412,000
							<i>Anticipated authorization April 2017</i>	
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$140,800	Deferred		\$0	\$140,800
							<i>Anticipated authorization April 2017</i>	
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$140,800	Deferred		\$0	\$140,800
							<i>Anticipated authorization April 2017</i>	
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$140,800	Deferred		\$0	\$140,800
							<i>Anticipated authorization April 2017</i>	
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$140,800	Deferred		\$0	\$140,800
							<i>Anticipated authorization April 2017</i>	

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-12-0006	CDOT	US 41/Lakeshore Dr and Columbus Dr from Monroe Dr to US 41/Waldron Dr (1600 S)	IMP	\$820,000	Deferred		\$0	\$820,000
<i>Expected authorization November 2017</i>								
01-97-0086	CDOT	CDOT-Near West Side Signal Interconnect	CONST	\$1,692,000	Deferred		\$0	\$1,692,000
<i>Project on hold due to Loop Link BRT. Targeting local etting 8/1/2017.</i>								
01-97-0088	CDOT	87th St from Pulaski Rd to I-94/Dan Ryan Ewy	CONST	\$1,338,000	Deferred		\$0	\$1,338,000
<i>Estimate that a revised engineering agreement will be submitted to IDOT 11/1/2016. Estimated accomplishment June 2018</i>								
01-97-0088	CDOT	87th St from Pulaski Rd to I-94/Dan Ryan Ewy	CONST	\$1,670,000	Deferred		\$0	\$1,670,000
<i>Estimate that a revised engineering agreement will be submitted to IDOT 11/1/2016. Estimated accomplishment June 2018.</i>								
01-97-0092	CDOT	IL 50/Cicero Ave from US 14/Peterson Ave to Lexington Ave	CONST	\$8,108,000	Deferred		\$0	\$8,108,000
<i>Expected accomplishment January 2018.</i>								
01-97-0093	CDOT	95th St from Western Ave to US 41/Ewing Ave	CONST	\$3,460,000	Deferred		\$0	\$3,460,000
<i>Estimate that a revised engineering agreement will be submitted to IDOT 11/1/2016. Expected accomplishment June 2018</i>								
01-97-0093	CDOT	95th St from Western Ave to US 41/Ewing Ave	CONST	\$4,360,000	Deferred		\$0	\$4,360,000
<i>Estimate that a revised engineering agreement will be submitted to IDOT 11/1/2016. Expected accomplishment June 2018</i>								
01-98-0080	CDOT	CDOT Peterson Ave from Cicero to Ridge Signal Interconnect	CONST	\$2,301,182	Deferred		\$0	\$2,301,182
<i>Expected accomplishment January 2018.</i>								
09-09-0007	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	CONST	\$2,397,000	Deferred		\$0	\$2,397,000
<i>Targeting November 2018 letting.</i>								

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
08-12-0003	Elmhurst	IL 56/Butterfield Rd at York St	ENG1	\$112,000	Deferred		\$0	\$112,000
<i>Expected authorization November 2016</i>								
08-12-0003	Elmhurst	IL 56/Butterfield Rd at York St	ROW	\$349,920	Deferred		\$0	\$349,920
<i>Expected accomplishment December 2018</i>								
07-09-0003	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	CONST	\$189,760	Deferred		\$0	\$189,760
<i>May 2016 status update indicates accomplishment "After 2019"</i>								
03-14-0004	IDOT	Cumberland Circle Improvement at Golf Rd/State St/Wolf Rd/Broadway St	CONST	\$0	Sub. Phase Def.		\$0	\$0
<i>Targeting letting June 2017</i>								
09-10-0016	IDOT	IL 47 at Plato Rd	CONST	\$2,400,000	Deferred		\$0	\$2,400,000
<i>Anticipating June 2018 letting. Public support for roundabout option delayed DA. ROW sunsets 9/30/2015 and is targeting 1/2016 auth. Deferral of ROW and construction phases occurred 6/25/15.</i>								
09-09-0010	Kane County	Huntley Rd at Galligan Rd	CONST	\$1,058,840	Reinstated		\$1,058,840	\$0
<i>Target letting 3/10/2017</i>								
10-00-0129	Lake County DOT	Hart Rd at US 14/W Northwest Hwy	CONST	\$2,063,917	Deferred		\$0	\$2,063,917
<i>Targeting letting March 2017</i>								
02-12-0003	Lincolnwood	Touhy Av Overpass (Skokie Valley Bike Trail)	CONST	\$3,179,000	Deferred		\$0	\$3,179,000
<i>Targeting state letting August 2017</i>								
11-96-0007	McHenry County Conservation District	BIKE FAC-MCHENRY CONSERVATION DISTRICT-WOODSTOCK CRYSTAL LAKE BIKEWAY	CONST	\$219,200	Deferred		\$0	\$219,200
<i>Sunsets 9/30/2015. Request approved at 6/25 PSC to transfer \$200K to ENG2 and defer \$219K for construction, targeting 3/1/2017 letting.</i>								
03-12-0012	Niles	Cleveland St Crosswalks from Waukegan Rd to Caldwell Av	CONST	\$94,000	Deferred		\$0	\$94,000
<i>Targeting letting April 2018</i>								

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
10-13-0015	North Chicago	N Chicago Lakefront Bike Path	CONST	\$249,040	Deferred		\$0	\$249,040
<i>project is on hold awaiting the completion of a Jurisdictional Transfer of Sheridan Road from IDOT to CNC.</i>								
07-06-0002	University Park	Cicero Ave Shared Use Path	CONST	\$184,800	Deferred		\$0	\$184,800
<i>Tgt. letting FFY 2018</i>								
08-12-0008	Wheaton	Sign the Wheaton Bicycle Network	CONST	\$129,760	Deferred		\$0	\$129,760
<i>Targeting August 2017 letting</i>								
32 line items in 2017 totalling:				\$51,160,419		\$0	\$1,058,840	\$50,101,579
2018								
01-14-0010	CDOT	Jackson Park/59th St Bicycle Path	CONST	\$578,000	Deferred		\$0	\$578,000
<i>Sponsorship transferred to CDOT from CPD 6/2015.</i>								
08-12-0003	Elmhurst	IL 56/Butterfield Rd at York St	ENG2	\$128,000	Deferred		\$0	\$128,000
08-12-0003	Elmhurst	IL 56/Butterfield Rd at York St	CONST	\$1,025,920	Deferred		\$0	\$1,025,920
<i>Delayed indefinitely. Muni observing traffic to see if improvement is warranted</i>								
03-12-0002	IDOT	IL 59 at W Bartlett Rd	CONST	\$0	Sub. Phase Def.		\$0	\$0
08-00-0008	IDOT	IL 53 from North Ave/IL 64 to St Charles Rd	CONST	\$209,000	Deferred		\$0	\$209,000
03-12-0010	Mount Prospect	Golf Rd Alt. 3 Regional Bike Route	ENG1	\$8,000	Deferred		\$0	\$8,000
08-05-0005	Oak Brook	Oak Brook Employment Area Distributor Service	IMP	\$910,000	Deferred		\$0	\$910,000
<i>Village may hire new planner soon and reevaluate the project</i>								
7 line items in 2018 totalling:				\$2,858,920		\$0	\$0	\$2,858,920

*Obligation codes can be found at the end of this report.

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
2019								
11-12-0006	Algonquin	Randall Rd Pedestrian Crossing from Golden Eagle Dr to Stonegate Rd	CONST	\$0	Sub. Phase Def.		\$0	\$0
<i>Anticipated accomplishment: 9/2019. Deferred per 10/2015 status update.ENG2/ROW in progress.</i>								
03-12-0010	Mount Prospect	Golf Rd Alt. 3 Regional Bike Route	ENG2	\$12,000	Deferred		\$0	\$12,000
04-12-0007	Northlake	Northwest Av from Grand Av to North Av	ENG2	\$57,200	Deferred		\$0	\$57,200
04-12-0007	Northlake	Northwest Av from Grand Av to North Av	CONST	\$629,600	Deferred		\$0	\$629,600
<i>Waiting for completion of adjacent Tollway project before proceeding.</i>								
4 line items in 2019 totalling:				\$698,800		\$0	\$0	\$698,800
2020								
03-12-0010	Mount Prospect	Golf Rd Alt. 3 Regional Bike Route	CONST	\$272,000	Deferred		\$0	\$272,000
1 line items in 2020 totalling:				\$272,000		\$0	\$0	\$272,000
230 line items totalling:				\$177,352,787		\$80,482,647	\$22,677,061	\$74,193,079

Net CMAQ \$ (Fed) - Includes the initial amount of CMAQ funding programmed for the line item, plus any increases and less any withdrawals that are not related to the line item's deferral.

Awards/Obligations Codes

Fund Status - Indicates if the CMAQ \$ are currently deferred or have been reinstated for the line item. A status of "Sub. Phase Def." means that a subsequent phase of the project was deferred.

F - Final Voucher/FTA Grant Closed
M - Modified Project Agreement
O - Obligated

Obligations - The federal CMAQ funds authorized by FHWA/FTA for the line item.

Active Balance inProgram - The balance of funds yet to be authorized on line items with partial obligations and reinstated line items that have not yet had an authorization. This balance represents what is available for federal authorization in the CMAP TIP.

Deferred Funds Not Programmed - The balance of deferred funds that have not been reinstated.

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Lines highlighted and shown in italics represent line item status as of prior PSC meeting.



CMAQ Programming Summary and Obligation Goals

FFY	Federal Unobligated or Apportionment	Currently Programmed	Unprogrammed Balance	Deferred Funds Not Programmed	Unprogrammed Balance Minus Deferrals	Obligation Goal	Current FFY Obligations to Date	Obligations Needed to Meet Goal
2016	\$ 75,252,002	\$ 123,176,092	\$ (47,924,090)	\$ 27,707,380	\$ (75,631,470)	\$ 123,008,076	\$ 33,003,921	\$ 90,004,155
2017	\$ 107,474,647	\$ 87,272,903	\$ 20,201,744	\$ 50,101,579	\$ (29,899,835)	\$ 107,474,647		
2018	\$ 107,474,647	\$ 109,434,958	\$ (1,960,311)	\$ 2,858,920	\$ (4,819,231)	\$ 107,474,647		
2019	\$ 107,474,647	\$ 87,393,080	\$ 20,081,567	\$ 698,800	\$ 19,382,767	\$ 107,474,647		
2020	\$ 107,474,647	\$ 106,986,000	\$ 488,647	\$ 272,000	\$ 216,647	\$ 107,474,647		
	\$ 505,150,590	\$ 514,263,033	\$ (9,112,443)	\$ 81,638,679	\$ (90,751,122)	\$ 552,906,664		

Current as of 8/15/16

- Federal Unobligated or Apportionment:** Amount apportioned to the state based on CMAQ distribution formula and Congressional appropriation. Northeastern Illinois is allocated 95.21% of the state apportionment; however the full apportionment is used for a programming mark. FFY 2016 includes the unobligated balance from prior years, with funds currently in Advanced Construction considered to be obligated. FFY 2016-2019 apportionments are estimates based upon the current apportionment. See calculation below. Source: FHWA FMIS database.
- Currently Programmed:** Net amounts programmed (withdrawn and obligated funds not included) on active and reinstated project phases. FFY 2016 includes balance amounts from prior years. Source: CMAQ database
- Deferred Funds Not Programmed:** Deferred funds for project phases that have not demonstrated readiness for the reinstatement of funds. FFY 2016 includes funds deferred from prior years. Source: CMAQ database
- Unprogrammed Balance:** For current year, unobligated less currently programmed, excluding deferred line items; for future years, apportionment less currently programmed. This balance represents the funds that are available to program as of the current date.
- Unprogrammed Balance Minus Deferrals:** For current year, unobligated less currently programmed, including deferred line items; for future years, apportionment less currently programmed, including deferred line items.
- Obligation Goal:** Goals to obligate the apportioned amount plus a fraction of the unobligated balance to achieve a zero unobligated balance over four years. Source: November 5, 2015 CMAQ Project Selection Committee meeting
- Current FFY Obligations to Date:** Obligations (Federal Authorizations) through the "current as of" date. Projects in advanced construction are included as obligations. Source: CMAQ database
- Obligations Needed to Meet Goal:** Obligation Goal less Current FFY Obligations to Date.

Current Year Unobligated Balance Calculations:

FFY 2016 Federal Apportionment	\$ 107,474,647	
Prior Years' Unobligated Balance	\$ 53,359,587	(+)
	\$ 160,834,234	
Advanced Construction (All Years)	\$ 85,582,232	(-)
	\$ 75,252,002	



MEMORANDUM

To: CMAQ Project Selection Committee
From: CMAP Staff
Date: August 25, 2016
Re: CMAQ/TAP-L Project Change Requests for consideration on September 1, 2016

Five projects (4 CMAQ and 1 TAP-L) have submitted scope, cost, and schedule change requests for committee consideration. The sponsors’ requests are attached; re-ranking analyses are available upon request.

A summary of the impacts of the staff recommended schedule and cost changes on the fiscal constraint of the Transportation Improvement Program (TIP) is shown below. The FFY 2016 Current Program amount included below is the new funding in FFY 2016 and carryover from former years.

	CMAQ				Notes
	2016	2017	2018	2019	
Current Program*	\$145,435,849	\$90,328,866	\$95,063,000	\$88,163,545	
Unprogrammed Balance*	\$4,479,511	\$15,456,134	\$10,722,000	\$17,621,455	
Sponsor requested changes					
01-06-0005		\$560,000			Reinstatement of deferred funds
04-14-0002	\$225,000				Increase for construction
10-16-0001		\$59,000	-\$36,000		PHII Eng move 18 to 17 with Inc.
Sum of Changes From Requests	\$225,000	\$619,000	-\$36,000	\$0	
Sum of Recommended Changes	\$225,000	\$619,000	-\$36,000	\$0	
Recommended Revised Program	\$145,660,849	\$90,947,866	\$95,027,000	\$88,163,545	
Rec. Rev. Unprogrammed Balance	\$4,254,511	\$14,837,134	\$10,758,000	\$17,621,455	
	TAP-L				Notes
	2016	2017	2018	2019	
Current Program*	\$22,574,773	\$23,103,314	\$0	\$0	
Unprogrammed Balance*	\$15,730,985	-\$14,300,314	\$8,803,000	\$8,803,000	
Sponsor requested changes					
08-16-0003	\$11,800				Increase for PhII Eng
Sum of Changes From Requests	\$11,800	\$0	\$0	\$0	
Sum of Recommended Changes	\$11,800	\$0	\$0	\$0	
Recommended Revised Program	\$22,586,573	\$23,103,314	\$0	\$0	
Rec. Rev. Unprogrammed Balance	\$15,719,185	-\$14,300,314	\$8,803,000	\$8,803,000	

* Source: CMAP FY 2014-19 TIP.

For Committee Consideration (CMAQ):

CDOT – Walk to Transit – Pedestrian Improvements to Intersections near CTA Rail Stations (TIP ID 01-06-0005)

This project has 3 series. Series 2 was approved for \$320,000 federal (\$400,000 total) for a combined phase 1 & 2 engineering in FFY 2012 and \$688,000 federal (\$860,000 total) construction in FFY 2012. Series 3 was approved for \$188,000 federal (\$235,000 total) for phase 1 engineering in FFY 2013, \$372,000 federal (\$465,000 total) for phase 2 engineering in FFY 2013, and \$2,460,000 federal (\$3,075,000 total) for construction in FFY 2015. There have been a number of transfers between series 1, 2, and 3. At this time Series 3 has \$188,000 federal (\$235,000 total) for phase 1 engineering (currently deferred), \$372,000 federal (\$465,000 total) for phase 2 engineering (currently deferred), and \$1,860,000 federal (\$2,325,000 total) for construction (currently deferred).

The sponsor is requesting reinstatement of deferred series 3 phase 1 and 2 engineering funds in FFY 2017. Federal authorization is pending committee approval and a TIP change.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the requested reinstatement of \$188,000 federal (\$235,000 total) for phase 1 engineering (currently deferred), \$372,000 federal (\$465,000 total) for phase 2 engineering (currently deferred) for CDOT – Walk to Transit – Pedestrian Improvements to Intersections near CTA Rail Stations (TIP ID 01-06-0005).

Maywood – Maywood Train Station Facility (TIP ID 04-14-0002)

This project was approved for \$232,000 federal (\$290,000 total) for phase 2 engineering in FFY 2015 and \$990,000 federal (\$1,981,000 total) for construction/CE in FFY 2016. Phase 2 engineering funds were transferred to construction in 2014.

The sponsor is requesting a cost increase of \$225,000 federal (\$282,000 total) for construction in FFY 2016 due to plan changes made to accommodate the Union Pacific Railroad's placement of the third rail through the Village of Maywood.

A re-ranking was completed with the project ranking changing from 2 to 3 among all 2014-2018 Transit Facility Improvements. The ranking among funded projects changed from 2nd to 3rd. Four funded projects remain ranked lower than 3rd.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the requested cost increase of \$225,000 federal (\$282,000 total) for construction/CE in FFY 2016 for Maywood – Maywood Train Station Facility (TIP ID 04-14-0002).

Mundelein – Maple Ave Bike Path (TIP ID 10-16-0001)

This project was approved for \$36,000 federal (\$45,000 total) for phase 2 engineering in FFY 2018 and \$938,500 federal (\$1,173,125 total) for construction/CE in FFY 2019.

The sponsor is requesting a cost increase of \$23,000 federal (\$29,000 total) for phase 2 engineering and a schedule change to reprogram phase 2 engineering funds from FFY 2018 to FFY 2017. The requested cost increase is due additional tasks identified in phase 1 engineering that will need to be included in phase 2 engineering. The locally executed agreement is ready to be sent to District 1 for submittal to Central Office pending approval of the cost increase and schedule change.

A re-ranking was completed with the project ranking unchanging at 19th among 2014-2018 Bicycle Facility Improvements. The ranking among funded projects was unchanged at 6th.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the requested cost increase of \$23,000 federal (\$29,000 total) for phase 2 engineering and a schedule change to reprogram phase 2 engineering funds from FFY 2018 to FFY 2017 for Mundelein – Maple Ave Bike Path (TIP ID 10-16-0001).

Algonquin – Randall Rd Pedestrian Crossing from Golden Eagle Dr. to Stonegate Rd. (TIP ID 11-12-0006)

This project was approved for \$120,000 federal (\$150,000 total) for phase 1 engineering in FFY 2012, \$120,000 federal (\$150,000 total) for phase 2 engineering in FFY 2013, \$320,000 federal (\$400,000 total) for ROW acquisition in FFY 2014, and \$2,600,000 federal (\$3,250,000 total) for construction/CE (currently deferred).

The sponsor is requesting a scope change to build an underpass instead of a bridge and to move the project about 700' south along Randall Rd due to property owner concerns and major utility conflicts. Construction funds would remain deferred with an anticipated letting in January of 2018.

The scope change does not have a measurable effect on the emissions benefits expected from the project.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the requested scope change to build an underpass instead of a bridge and to move the project about 700' south along Randall Rd for Algonquin – Randall Rd Pedestrian Crossing from Golden Eagle Dr to Stonegate Rd (TIP ID 11-12-0006).

For Committee Consideration (TAP-L):

Hanover Park - Hawk Hollow Forest Preserve Trail from Lawrence Av/County Farm Rd to Lawrence Av/Morton Rd (TIP ID 08-16-0003)

This project was approved for \$7,200 federal (\$9,000 total) for phase 2 engineering in FFY 2016, and \$72,800 federal (\$91,000 total) for construction in FFY 2017. The sponsor is requesting a cost increase of \$11,800 federal (\$14,750 total) for construction in FFY 2017. The requested cost increase is because the original request for design engineering did not take into account the costs for preparing the various items to complying with IDOT and Federal requirements for a state let project.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the requested cost increase of \$11,800 federal (\$14,750 total) for construction in FFY 2017 for Hanover Park - Hawk Hollow Forest Preserve Trail from Lawrence Av/County Farm Rd to Lawrence Av/Morton Rd (TIP ID 08-16-0003).

CMAQ Cost Change Request Form

Project Identification

TIP ID	01-06-0005	Sponsor	Chicago DOT
Project Location Description	Walk to Transit		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	Prior (#2)	400	320	80	CMAQ	SOCC	<input checked="" type="checkbox"/>
	MYB (#3)	235	188	80	CMAQ	SOCC	<input type="checkbox"/>
ENG 2	MYB (#3)	465	372	80	CMAQ	SOCC	<input type="checkbox"/>
CONST	2016 (#2)	2,500	2,000	80	CMAQ	SOCC	<input type="checkbox"/>
	MYB (#3)	2,325	1,860	80	CMAQ	SOCC	<input type="checkbox"/>
Total		5,925	4,740	80	CMAQ	SOCC	

* In CMAQ Program, not in TIP

Actual/Estimated Costs and Schedule – Including cost change(s)

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date
ENG1	Prior (#2)	400	320	80	CMAQ	SOCC	7/23/2012
	2017 (#3)	235	188	80	CMAQ	SOCC	1/31/2017
ENG 2	2017 (#3)	465	372	80	CMAQ	SOCC	1/31/2017
CONST	2016 (#2)	2,500	2,000	80	CMAQ	SOCC	9/30/2016
	MYB (#3)	2,325	1,860	80	CMAQ	SOCC	6/30/2018
Total		5,925	4,740	80	CMAQ	SOCC	

Requested Cost Changes (+/-)

Check all that apply: Cost Increase Transfer of Funds Reinstatement of Deferred Funds

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1	MYB (#3)	-235	-188	80	Reinstatement to FFY17
	2017 (#3)	+235	+188	80	
ENG 2	MYB (#3)	-465*	-372*	80	Reinstatement to FFY17
	2017 (#3)	+465*	+372*	80	
CONST					
Total		0	0	80	

Reason for Request

Check here if the reason is a scope change and complete a [Scope Change Request](#) form.

This project was originally created in three "series." Federal authorization for Series 1+2 CONST funding is anticipated before the end of FFY2016.

CDOT is requesting reinstatement of Series 3 ENG1/2 funding in order to authorize funds and kick off the design process.

State and Federal Project Information

Select One.

- State/Federal Project or Grant Numbers Provided Below
- Most recently *approved* PPI Form Attached
- Local Agency Agreement Attached

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-88-003-17	CMM-6000(515)	
ENG 2	D-88-003-17	CMM-6000(515)	
ROW	R-		
CONST	C-		
IMP			

Additional Comments

*Based on the design/construction ratio in Series 1+2, the pending local agency agreement for ENG1/ENG2 is valued at \$550K Total/\$440K CMAQ. Therefore, only \$315K/\$252K must be reactivated in ENG2 for this LAA to be processed. The remaining \$150K/\$120K would serve as contingency (or move to CONST later); it can – if necessary - stay in MYB until needed.

Project Identification

Provide the project identification exactly as it appears in the CMAQ Program. The current Program Summary Report can be found on the CMAQ Program Management and Resources page of the CMAP website (<http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-management-resources>). Individual project line items are listed alphabetically by sponsor in the year in which they are programmed.

Currently Programmed Funding – Before cost change(s)

Provide the current programmed funding for all phases, regardless of the fund source used/programmed for that phase. The FFY and costs for CMAQ line items must match the [current CMAQ Program](#), including any previously approved cost changes. For deferred phases, the programmed year should be entered as MYB. All line items funded with other sources should match the [TIP](#), however phases not included in the TIP (for example locally funded engineering) should also be included here. Enter N/A for ROW or CE if no ROW or CE is required for the project.

Complete the table that is appropriate for the type of project. Insert additional rows in the table if more than one fund source is being used for a phase, or if funding is “staged” in multiple federal fiscal years. Each row should include one fund source and one FFY.

*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

Actual/Estimated Costs and Schedule – Including cost change(s)

Enter the actual costs included in the most recent Engineer’s Estimate for every phase of the project, including phases that are complete and/or authorized, and the current project schedule. For accomplished phases, enter the actual cost and date of federal authorization or grant approval. Enter N/A for ROW or CE if no ROW or CE is required for the project.

Complete the table that is appropriate for the type of project. Insert additional rows in the table if more than one fund source is being used for a phase, or if funding is “staged” in multiple federal fiscal years. Each row should include one fund source and one FFY.

**For the construction phase, enter the letting date. For other phases, the authorization date is typically the date the Local Agency Agreement is executed by IDOT Central Office. For phases not using federal funds, enter the estimated start date of the phase.

***Some non-traditional projects (such as the purchase of bicycle racks) may be ENG/IMP projects processed through IDOT. For these projects, enter the federal authorization date.

Requested Cost Changes (+/-)

Enter the changes (positive and negative) to the total cost of each phase and the CMAQ funding requested (difference between currently programmed funds and actual/estimated cost). If any line is the same as the currently programmed funding, enter zeroes. To request a transfer of funds from one phase to another, enter negative values in the phase funds are being transferred from and enter the phase(s) funds are being transferred to in the “Transfer to/from phase(s)” column. In the row for the phase accepting the transferred funds, enter the amount transferred and the phase it is being transferred from. If you are requesting an increase in addition to a transfer, please use separate rows for the transferred amount and the new funding being requested.

Complete the table that is appropriate for the type of project. Insert additional rows in the table if more than one fund source is being used for a phase, or if funding is “staged” in multiple federal fiscal years.

Reason for Request

Briefly describe the reason for the cost change (this information will be used to develop the PSC agenda).

State and Federal Project Information

State and/or Federal identification must be provided below or via an attached Project Program Information (PPI) Form or Local Agency Agreement for Federal Participation (BLR 5310). Enter TBD if numbers have not yet been assigned by IDOT or the FTA.

Additional Comments

Provide any additional information that may assist CMAP staff and the PSC with consideration of this request. Use this space to explain any entries above that were left blank, or to clarify any of your above responses. There is no need to repeat information supplied elsewhere on the form; information provided only in a cover letter should be repeated, however.

For the submittal procedures and more detailed instructions that apply to this form, see the [CMAQ Scope and Cost Change Request Procedures](#) document.

Submit this completed form and any requested attachments to your Planning Liaison (PL) for review and submittal to CMAP. For sponsors noted as exceptions to PL review in the procedure above, please submit to the project contact for transmittal to CMAP.

Requests should be submitted according to the schedule outlined on the current calendar of [Transportation Meetings and Deadlines](#). Requests received after the CMAQ Revision Request deadline for a particular PSC meeting will not be considered until the next scheduled meeting.

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	04-14-0002	Sponsor	Village of Maywood
Project Location Description	Maywood Train Station - 5 th Avenue and Main Street, on Metra UP West Line		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2013	50,000	0	0		TIF Escrow	<input checked="" type="checkbox"/>
ENG 2	2014	290,000	0	0		TIF Escrow	<input checked="" type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	2016	1,891,000	1,222,000	64.6%	CMAQ	TIF Escrow	<input type="checkbox"/>
CE	2016	165,000	0	0		TIF Escrow	
Total		2,396,000	1,222,000				

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
Total							

Actual/Estimated Costs and Schedule – Including cost change(s)

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	2013	50,000	0	0		TIF Escrow	10/1/2013
ENG 2	2014	290,000	0	0		TIF Escrow	1/31/2014
ROW							
CONST	2016	2,172,718.	1,447,000	66.6	CMAQ	TIF Escrow	7/29/16
CE	2016	165,000	0	0		TIF Escrow	
Total		2,677,718	1,477,000				

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
ENG							
IMP							
Total							

Requested Cost Changes (+/-)

Check all that apply: Cost Increase Transfer of Funds Reinstatement of Deferred Funds

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2					
ROW					
CONST	2016	282,000	225,000	80	
CE					
Total	2016	282,000	225,000		

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG					
IMP					
Total					

Reason for Request

Check here if the reason is a scope change and complete a [Scope Change Request](#) form.

The current lowest proposal from John Burns Construction, Inc. is \$2,172,717.77, is an increase of \$282,000 over the current available funds. In reviewing the submitted costs some are identified with changes in the plans to accommodate the Union Pacific Rail Road's placement of the third rail through the Village of Maywood to ease congestion for commuters and freight rail, which is currently under design and anticipated to begin in 2017.

State and Federal Project Information

Select One.

- State/Federal Project or Grant Numbers Provided Below
- Most recently *approved* PPI Form Attached
- Local Agency Agreement Attached

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-		
CONST	C- 91-211-14	CMM-4003(277)	
ENG			
IMP			

Additional Comments

Project Identification

Provide the project identification exactly as it appears in the CMAQ or TAP programs. The current CMAQ Program Summary Report can be found on the CMAQ Program Management and Resources page of the CMAP website (<http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-management-resources>). Individual project line items are listed alphabetically by sponsor in the year in which they are programmed.

Currently Programmed Funding – Before cost change(s)

Provide the current programmed funding for all phases, regardless of the fund source used/programmed for that phase. The FFY and costs for CMAQ line items must match the [current CMAQ Program](#), including any previously approved cost changes. For deferred phases, the programmed year should be entered as MYB. All line items funded with other sources should match the [TIP](#), however phases not included in the TIP (for example locally funded engineering) should also be included here. Enter N/A for ROW or CE if no ROW or CE is required for the project.

Complete the table that is appropriate for the type of project. Insert additional rows in the table if more than one fund source is being used for a phase, or if funding is “staged” in multiple federal fiscal years. Each row should include one fund source and one FFY.

*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

Actual/Estimated Costs and Schedule – Including cost change(s)

Enter the actual costs included in the most recent Engineer’s Estimate for every phase of the project, including phases that are complete and/or authorized, and the current project schedule. For accomplished phases, enter the actual cost and date of federal authorization or grant approval. Enter N/A for ROW or CE if no ROW or CE is required for the project.

Complete the table that is appropriate for the type of project. Insert additional rows in the table if more than one fund source is being used for a phase, or if funding is “staged” in multiple federal fiscal years. Each row should include one fund source and one FFY.

**For the construction phase, enter the letting date. For other phases, the authorization date is typically the date the Local Agency Agreement is executed by IDOT Central Office. For phases not using federal funds, enter the estimated start date of the phase.

***Some non-traditional projects (such as the purchase of bicycle racks) may be ENG/IMP projects processed through IDOT. For these projects, enter the federal authorization date.

Requested Cost Changes (+/-)

Enter the changes (positive and negative) to the total cost of each phase and the CMAQ funding requested (difference between currently programmed funds and actual/estimated cost). If any line is the same as the currently programmed funding, enter zeroes. To request a transfer of funds from one phase to another, enter negative values in the phase funds are being transferred from and enter the phase(s) funds are being transferred to in the “Transfer to/from phase(s)” column. In the row for the phase accepting the transferred funds, enter the amount transferred and the phase it is being transferred from. If you are requesting an increase in addition to a transfer, please use separate rows for the transferred amount and the new funding being requested.

Complete the table that is appropriate for the type of project. Insert additional rows in the table if more than one fund source is being used for a phase, or if funding is “staged” in multiple federal fiscal years.

Reason for Request

Briefly describe the reason for the cost change (this information will be used to develop the PSC agenda).

State and Federal Project Information

State and/or Federal identification must be provided below or via an attached Project Program Information (PPI) Form or Local Agency Agreement for Federal Participation (BLR 5310). Enter TBD if numbers have not yet been assigned by IDOT or the FTA.

Additional Comments

Provide any additional information that may assist CMAP staff and the PSC with consideration of this request. Use this space to explain any entries above that were left blank, or to clarify any of your above responses. There is no need to repeat information supplied elsewhere on the form; information provided only in a cover letter should be repeated, however.

For the submittal procedures and more detailed instructions that apply to this form, see the [CMAQ Scope and Cost Change Request Procedures](#) document.

Submit this completed form and any requested attachments to your Planning Liaison (PL) for review and submittal to CMAP. For sponsors noted as exceptions to PL review in the procedure above, please submit to the project contact for transmittal to CMAP.

Requests should be submitted according to the schedule outlined on the current calendar of [Transportation Meetings and Deadlines](#). Requests received after the CMAQ Revision Request deadline for a particular PSC meeting will not be considered until the next scheduled meeting.

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	10-16-0001	Sponsor	Village of Mundelein
Project Location Description	Maple Ave Bike Path between Midlothian Rd and US Route 45 (Lake St)		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input checked="" type="checkbox"/>
ENG 2	18	45	36	80	CMAQ	Local	<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	19	1174	939	80	CMAQ	Local	<input type="checkbox"/>
CE							
Total		1219	975				

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
Total							

Actual/Estimated Costs and Schedule – Including cost change(s)

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1							
ENG 2	17	74	59	80	CMAQ	Local	January 2017
ROW							
CONST	18	1074	859	80	CMAQ	Local	November 2017
CE	18	100	80	80	CMAQ	Local	November 2017
Total		1248	998				

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
ENG							
IMP							
Total							

Requested Cost Changes (+/-)

Check all that apply: Cost Increase Transfer of Funds Reinstatement of Deferred Funds

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2	17	29	23		
ROW					
CONST	18	-100	-80		to CE
CE	18	100	80	80	from CONST
Total		29	23		

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG					
IMP					
Total					

Reason for Request

Check here if the reason is a scope change and complete a [Scope Change Request](#) form.

ENG 2 costs have increased. Upon completion of Phase I Engineering additional tasks were identified such as structural engineering for retaining walls to eliminate impact to properties outside of the right-of-way, and special waste studies to complete the analysis for impact, quantities and locations to be included within the Phase 2 contract plans and special provisions. Upon approval of this request, the locally executed agreement will be sent to District 1 for submittal to Central Office.

State and Federal Project Information

Select One.

- State/Federal Project or Grant Numbers Provided Below
 Most recently *approved* PPI Form Attached
 Local Agency Agreement Attached

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-91-183-16	CMM-4003 (649)	
ROW	R-		
CONST	C-91-183-16	CMM-4003 (650)	
ENG			
IMP			

CMAQ/TAP Scope Change Request Form

Project Identification

TIP ID	11-12-0006	Sponsor	Algonquin
Project Location Description	Randall Rd Pedestrian Crossing from Golden Eagle Dr to Stonegate Rd		

Revised Project Scope

Project changing from bridge to underpass and moving 700' south along Randall Road due to property owner concerns and major utility conflicts. See attached letter for further description of the project changes.

Changes to Location/Limits (if applicable)

Map Attached

Name of Street or Facility to be Improved New Multiuse Path under Randall Road	Marked Route # 336	
North/ <u>West</u> Reference Point/Cross St/Intersection Sherman Rd	Marked Route #	Municipality & County
South/ <u>East</u> Reference Point/Cross St/Intersection Stonegate Rd	Marked Route #	Municipality & County
Other Project Location Information		

Changes to Emissions Benefit Analysis (not required of TAP projects)

- The proposed scope change will not affect the emissions benefits of the project.
 The proposed scope change will affect the emissions benefits of the project – continue to next page.

Cost/Schedule Changes

- The scope change will result in a cost change. A [Cost Change Request](#) form was submitted.
 The scope change will result in a schedule change. A [Schedule Change Request](#) form was submitted.

Additional Comments

Project currently deferred and requesting continued deferment until 2018

Changes to Emissions Benefit Analysis – Bike/Ped and Commuter Parking

BICYCLE AND PEDESTRIAN FACILITIES
Miles of existing bicycle/pedestrian facilities intersecting the proposed facility: _____ Identify intersecting facilities:
Trip attractors linked directly to the proposed facility. For a pedestrian facility, identify transit service to which direct access is provided.
Indicate safety and attractiveness improvements
Off-Street Bicycle Facility - Provide traffic volumes, speeds and percent trucks on adjacent roadway.

BICYCLE PARKING & ENCOURAGEMENT
Number of New Bicycle Spaces Racks: _____ Lockers: _____ Other: _____

COMMUTER PARKING
Project Location: <input type="checkbox"/> City Of Chicago <input type="checkbox"/> Suburban
Net Number Of New Vehicle Spaces: _____ Net Number Of New Bicycle Spaces: _____
Utilization Rate: <input type="checkbox"/> New Lot <input type="checkbox"/> Existing Lot (Indicate Actual Utilization): _____ Percent
Existing Parking Spaces And Price:
_____ SPACES at \$ _____ PER _____ (hr/day/mo) _____ SPACES at \$ _____ PER _____ (hr/day/mo)
_____ SPACES at \$ _____ PER _____ (hr/day/mo) _____ SPACES at \$ _____ PER _____ (hr/day/mo)
Line-Haul Trip Length (One-Way Miles to the Nearest Tenth):
If line haul trip length is not a milepost figure, provide basis for value provided:
COMMUTER PARKING STRUCTURES
NET GAIN IN SPACES AVAILABLE TO TRANSIT USERS – deduct spaces removed within 1,800 feet of project site from gain
PROPOSED DAILY FEE TO BE CHARGED
WALKING DISTANCE TO STATION PLATFORM – distance in feet from center of parking facility site to nearest edge of transit staging area.
BUS SERVICE AVAILABILITY – number of bus routes currently serving the transit facility.
BICYCLE PARKING AVAILABILITY – number of bicycle parking spaces built in conjunction with the parking facility, separated by racks vs. lockers or spaces within the parking structure.

Changes to Emissions Benefit Analysis – Interconnects, Traffic Flow & Transit

SIGNAL INTERCONNECTS	
Project Length (miles):	
Distance between the last two signals at both ends of the project (miles):	North/West End:
Show the location of all signals on the map	South/East End:
Posted Speed (miles per hour – for each segment):	
Current Traffic Volume (ADT – Indicate year for each segment):	
If project is part of a transit signal priority (TSP) corridor, give name:	

TRAFFIC FLOW IMPROVEMENTS	
Attach updated “After Improvement” Input Module Worksheets	
Type of Project (Check One) <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Bottleneck Elimination	
Project Length (Miles – Bottleneck Elimination and Multiple Intersections Only): _____	
Posted Speeds (Miles Per Hour For Each Street): _____	
Current Traffic Volume For Each Street (ADT – Indicate Year): _____	
Are pedestrian or bicycle facilities to be added as part of this project? <input type="checkbox"/> Yes <input type="checkbox"/> No	
If “Yes” is checked, and the scope change involves these facilities, complete the section on pedestrian/bicycle facilities.	
Do queues currently clear on the major street at signalized intersections in the pm peak period?	
<input type="checkbox"/> Yes <input type="checkbox"/> No	

TRANSIT PROJECTS	
Project Type (Check One): <input type="checkbox"/> System Start-Up <input type="checkbox"/> Transfer <input type="checkbox"/> Service & Equipment <input type="checkbox"/> Facility	
Auto Trips Eliminated Per Day (Round Trips): _____	
Length Of Auto Trips Eliminated (One-Way Miles To The Nearest Tenth): _____	
Auto Trips Diverted Per Day (Round Trips): _____	
Line-Haul Length Of Diverted Trips (One-Way Miles To The Nearest Tenth): _____	
Project Life (Years): _____	
Provide basis for parameters used to estimate benefits (e.g., ridership, auto occupancy, trip length. See instructions): _____	

Project Identification

Please provide the project identification exactly as it appears in the CMAQ or TAP programs. The current Program Summary Report can be found on the CMAQ Program Management and Resources page of the CMAP website (<http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-management-resources>).

Revised Project Scope

Briefly describe the nature of the scope change requested (for example, “Extend the south limit from 1st St. to 3rd St. to provide connectivity to existing multi-use path on 3rd St.” or “Purchase 2013 model year trucks instead of the requested 2012 model year trucks.”)

Changes to Location/Limits

If the scope change involves changes to the location and/or limits of the project, complete the following table and attach a map sufficient to accurately locate this project in a GIS system.

Changes to Emissions Benefit Analysis

Indicate if the scope change will affect the emissions benefit analysis and if needed, complete the appropriate table for the project type and provide additional attachments if required. For example, if more or fewer spaces will be built in a parking lot, or an intersection will be built with additional turn lanes, or transit service will be operated for more or fewer hours. If in doubt, consult with your Planning Liaison. TAP projects are not evaluated for emissions benefits and do not need to fill out this section.

Cost/Schedule changes

Indicate if the scope change will result in a cost or schedule change and complete the appropriate request forms.

Additional Comments

Provide any additional information that may assist CMAP staff and the PSC with consideration of this request. Use this space to explain any entries above that were left blank, or to clarify any of your above responses.

Submit this completed form (page one and any page(s) containing emissions benefit data only) and any requested attachments to your Planning Liaison (PL) for review and submittal to CMAP. For sponsors noted as exceptions to PL review in the [CMAQ/TAP Scope and Cost Change Request Procedures](#) document, please submit to the project contact for transmittal to CMAP.

Requests should be submitted according to the schedule outlined on the current calendar of [Transportation Meetings and Deadlines](#). Requests received after the CMAQ Revision Request deadline for a particular PSC meeting will not be considered until the next scheduled meeting.

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	08-16-0003	Sponsor	Hanover Park
Project Location Description	Hawk Hollow Multi-Use Trail		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2015	9	0	0	Local		<input checked="" type="checkbox"/>
ENG 2	2016	9	7.2	80	TAP		<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	2017	91	72.8	80	TAP		<input type="checkbox"/>
CE							
Total		109	80				

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
Total							

Actual/Estimated Costs and Schedule – Including cost change(s)

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	2015	6		0	Local		
ENG 2	2016	23.75	19	80	TAP		
ROW							
CONST	2017	91	72.8	80	TAP		
CE							
Total		120.75	91.8				

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
ENG							
IMP							
Total							

Requested Cost Changes (+/-)

Check all that apply: Cost Increase Transfer of Funds Reinstatement of Deferred Funds

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2	2016	14.75	11.8	80	
ROW					
CONST					
CE					
Total					

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG					
IMP					
Total					

Reason for Request

Check here if the reason is a scope change and complete a [Scope Change Request](#) form.

The original request for design engineering did not take into account the costs for preparing the various items for complying with IDOT and Federal requirements for a state let project.

State and Federal Project Information

Select One.

- State/Federal Project or Grant Numbers Provided Below
 Most recently *approved* PPI Form Attached
 Local Agency Agreement Attached

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-		
CONST	C-		
ENG			
IMP			

Additional Comments

Project Identification

Provide the project identification exactly as it appears in the CMAQ or TAP programs. The current CMAQ Program Summary Report can be found on the CMAQ Program Management and Resources page of the CMAP website (<http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-management-resources>). Individual project line items are listed alphabetically by sponsor in the year in which they are programmed.

Currently Programmed Funding – Before cost change(s)

Provide the current programmed funding for all phases, regardless of the fund source used/programmed for that phase. The FFY and costs for CMAQ line items must match the current CMAQ Program, including any previously approved cost changes. For deferred phases, the programmed year should be entered as MYB. All line items funded with other sources should match the TIP, however phases not included in the TIP (for example locally funded engineering) should also be included here. Enter N/A for ROW or CE if no ROW or CE is required for the project.

Complete the table that is appropriate for the type of project. Insert additional rows in the table if more than one fund source is being used for a phase, or if funding is “staged” in multiple federal fiscal years. Each row should include one fund source and one FFY.

*Definitions of accomplishment can be found in the [CMAQ Programming and Management Policies](#).

Actual/Estimated Costs and Schedule – Including cost change(s)

Enter the actual costs included in the most recent Engineer’s Estimate for every phase of the project, including phases that are complete and/or authorized, and the current project schedule. For accomplished phases, enter the actual cost and date of federal authorization or grant approval. Enter N/A for ROW or CE if no ROW or CE is required for the project.

Complete the table that is appropriate for the type of project. Insert additional rows in the table if more than one fund source is being used for a phase, or if funding is “staged” in multiple federal fiscal years. Each row should include one fund source and one FFY.

**For the construction phase, enter the letting date. For other phases, the authorization date is typically the date the Local Agency Agreement is executed by IDOT Central Office. For phases not using federal funds, enter the estimated start date of the phase.

***Some non-traditional projects (such as the purchase of bicycle racks) may be ENG/IMP projects processed through IDOT. For these projects, enter the federal authorization date.

Requested Cost Changes (+/-)

Enter the changes (positive and negative) to the total cost of each phase and the CMAQ funding requested (difference between currently programmed funds and actual/estimated cost). If any line is the same as the currently programmed funding, enter zeroes. To request a transfer of funds from one phase to another, enter negative values in the phase funds are being transferred from and enter the phase(s) funds are being transferred to in the “Transfer to/from phase(s)” column. In the row for the phase accepting the transferred funds, enter the amount transferred and the phase it is being transferred from. If you are requesting an increase in addition to a transfer, please use separate rows for the transferred amount and the new funding being requested.

Complete the table that is appropriate for the type of project. Insert additional rows in the table if more than one fund source is being used for a phase, or if funding is “staged” in multiple federal fiscal years.

Reason for Request

Briefly describe the reason for the cost change (this information will be used to develop the PSC agenda).

State and Federal Project Information

State and/or Federal identification must be provided below or via an attached Project Program Information (PPI) Form or Local Agency Agreement for Federal Participation (BLR 5310). Enter TBD if numbers have not yet been assigned by IDOT or the FTA.

Additional Comments

Provide any additional information that may assist CMAP staff and the PSC with consideration of this request. Use this space to explain any entries above that were left blank, or to clarify any of your above responses. There is no need to repeat information supplied elsewhere on the form; information provided only in a cover letter should be repeated, however.

For the submittal procedures and more detailed instructions that apply to this form, see the [CMAQ Scope and Cost Change Request Procedures](#) document.

Submit this completed form and any requested attachments to your Planning Liaison (PL) for review and submittal to CMAP. For sponsors noted as exceptions to PL review in the procedure above, please submit to the project contact for transmittal to CMAP.

Requests should be submitted according to the schedule outlined on the current calendar of [Transportation Meetings and Deadlines](#). Requests received after the CMAQ Revision Request deadline for a particular PSC meeting will not be considered until the next scheduled meeting.

CMAQ (FFY2018-2022) and TAP (FFY2018-2020) Program Application Booklet

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Introduction

The Chicago Metropolitan Agency for Planning (CMAP), the metropolitan planning organization for the seven counties of northeastern Illinois, announces the availability of funding for transportation projects through the Congestion Mitigation and Air Quality Improvement (CMAQ) program and the Transportation Alternatives Program (locally programmed) (TAP-L). Both programs are funded through the Federal Highway Administration (FHWA).

The CMAQ program is designed to fund several types of surface transportation projects which improve air quality and mitigate congestion. Northeastern Illinois receives CMAQ funding because the region does not meet federal air quality standards for ozone and fine particulate matter. The TAP-L program is designed to fund non-motorized transportation projects.

Deadlines and How to Apply

The call for projects begins on Friday, January 6, 2017 and ends at the close of business on **Friday, March 3, 2017**. Applications and all relevant materials will be posted at www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-development. To apply, submit the project application materials to dferguson@cmap.illinois.gov with the required attachments in PDF format. Applications are only accepted electronically. **Bicycle facility projects will automatically be considered for both CMAQ and TAP funding using the same application.**

Project applications submitted by local sponsor agencies are required to be reviewed by their Council of Mayors' Planning Liaison before submission. The Planning Liaison will review a sponsor's application and note any missing information to the sponsor. The sponsor will be responsible for sending the reviewed application to CMAP. The deadline for local sponsor agencies to submit their applications to the Planning Liaison is **February 17, 2017**. A list of the Planning Liaisons and their contact information is available at <http://tinyurl.com/ProjContacts>. If you are unsure which subregional council you need to contact, a list of the councils can be accessed at the web address above.

Eligible Applicants and Projects

For the CMAQ program, eligible sponsors include any state agency or unit of government having the authority to levy taxes and those agencies authorized to receive Federal Transit Authority (FTA) Section 5307 funding. Sponsors include but are not limited to counties, municipalities, townships, park districts, forest preserve districts and transit agencies. Private for-profit and non-profit organizations are welcome to submit proposals for CMAQ, but they are required to partner with a public sponsor that meets the previously stated conditions.

For the TAP program, eligible sponsors include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, and any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails. The Illinois Department of Transportation (IDOT) is not an eligible sponsor

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of TAP-funded projects but may partner with an eligible project sponsor to carry out a project. The same is true for non-profit agencies.

Projects are eligible for CMAQ if they provide an air quality or congestion reduction benefit without increasing single occupancy vehicle capacity and do not simply maintain an existing facility. Projects considered in CMAP's program are generally one of the following types:

- Transit Improvement Projects
 - Transit Facility Projects
 - Transit Service and Equipment
 - Access to Transit Projects
- Traffic Flow Improvement Projects
 - Bottleneck Eliminations
 - Intersection Improvements
 - Signal Interconnects
- Bicycle Facility Projects
- Direct Emissions Reduction Projects
- Demonstration Projects
- Other – for projects not described above

More details on the eligible CMAQ projects types are in the [Program Description](#) located on CMAP's CMAQ web page, www.cmap.illinois.gov/mobility/strategic-investment/cmaq.

For TAP funding, only bicycle facility projects are eligible. The bicycle facility should serve a transportation purpose and not be solely a recreational facility. Some cost items will not be eligible for TAP funding even if the overall project is approved. Examples of cost items that will not be approved include trash bins, picnic tables, campgrounds, and general park facilities. More information on eligible and ineligible cost items is available on pages 8-10 of IDOT's ITEP 2016 Guidelines Manual, <http://tinyurl.com/ITEPManual>.

Eligible Project Phases and Required Match

Phase I Engineering

Phase I engineering will be the responsibility of the project sponsor to complete without CMAQ or TAP funding. All other phases -- including phase II engineering, right-of-way acquisition, construction (including construction engineering), and implementation -- are eligible for CMAQ or TAP funding. Sponsors may request CMAQ or TAP funding for phase I engineering based on a hardship. If phase I engineering funding is sought, funding for the later phases of the project cannot be requested until the next funding cycle (FFY 2020–2024), and such funding is not guaranteed. Sponsors seeking funding for phase I engineering should contact CMAP staff before doing so. Hardship is determined from an evaluation of municipal median income, tax base per capita, total tax base, and population. A list of municipalities meeting the phase I engineering hardship exemption is available at <http://tinyurl.com/PhaseIEngHardship>.

Remaining Phases

All eligible phases will be programmed at a maximum level of 80% federal funding for both CMAQ and TAP funding. The following exceptions only apply to the CMAQ program.

1. For transit project proposals where phase I and phase II engineering are not clearly defined, 70 percent of the engineering costs will be eligible for CMAQ funding at an 80 percent federal participation rate. All of the costs of the remaining phases are eligible for up to 80 percent federal participation.
2. For signal interconnect projects, phase II engineering costs will not be eligible for CMAQ funding.
3. For proposals involving private corporations in which an entire vehicle or engine is being purchased to replace a higher-emitting vehicle or engine, the funding levels will be addressed on a case-by-case basis up to a maximum 65 percent federal share. For proposals involving private corporations in which only the cost difference between a lower-emitting version of a vehicle/engine and a conventional one is being funded, an 80 percent federal share is acceptable.
4. Projects which qualify for a higher federal participation rate under federal guidelines will be considered on a case by case basis.

Local Match

The sponsor must have already committed matching funds when the project is submitted. Proposals which indicate that the sponsor will pay more than the minimum local match will be identified for the CMAQ Project Selection Committee and may be given extra consideration. Local match is a minimum of 20 percent of the total funds being requested; exceptions apply for a few project types. The local match does not necessarily have to be provided directly by the sponsor but it must be a non-federal source to qualify as match.

Soft match, including Transportation Development Credits, will be considered on a case-by-case basis. Federal requirements may restrict the situations in which soft match can be used, and IDOT policies must be followed. Sponsors must identify on the application form if soft match is requested.

Screening Criteria

1. For projects requiring phase I engineering, one of the following must occur by **June 1, 2017**:
 - a. Design approval has been received.
 - b. IDOT has certified that a final Project Development Report has been submitted for signatures.

- c. IDOT has certified that a preliminary Project Development Report has been received with an accurate cost and clear scope established.
2. For transit projects that require engineering, the sponsor must demonstrate that sufficient work has been completed to establish accurate costs and a clear scope.
3. Bicycle facility projects must be featured in at least one formally adopted or approved bike plan, comprehensive plan, or other plan by a local government, subregional council, CMAP, or the State of Illinois.
4. Milestone schedules must be realistic and consistent with project phase accomplishment goals (described starting on page 19 below).
5. All projects considered for CMAQ funding must have an air quality benefit, as demonstrated by an emissions analysis.

CMAQ Project Selection Process

The primary consideration for CMAQ projects is the cost-effectiveness of their air emissions reductions, measured as either the cost per kilogram of volatile organic compounds (VOC) reduced or the cost per kilogram of fine particulate matter (PM2.5) reduced. Projects will be ranked by their air quality cost-effectiveness within in their project type category.

Additional criteria will be measured for projects as secondary to the air quality cost-effectiveness and will be taken into consideration when evaluating projects for potential funding. These are referred to as Transportation Impact Criteria and will be scored on a 30-point scale by project type category. The Transportation Impact Criteria and their weights are as follows.

Project type	Criteria and Weights			
Highway	Reliability 15	Safety 5	On CMP* network 5	Transit Benefit 5
Transit	Ridership 15	Reliability (transit service) or asset condition (transit facilities) 15		
Bicycle	Safety & attractiveness 10	Transit accessibility 10	Facility connectivity 10	
Direct Emissions Reduction	Benefits sensitive population 20	Annual health benefits 5	Improves public fleets 5	

* CMP = Congestion Management Process highway network

Projects will be given additional consideration equal to another 10 points if they meet certain Regional Priorities outlined in GO TO 2040. The regional priorities identified for this call are:

1. Project is a component of a GO TO 2040 major capital project.
2. Project is for parking management, including parking pricing.
3. The zoning and urban design requirements in the area around a proposed transit project are supportive of transit (discussed under the “Scoring Transit Projects” section below).

The program of projects selected by the CMAQ Project Selection Committee will consider input from the four modal focus groups along with other factors such as geographic balance, project readiness, sponsor capacity and project mix. Once a project is found eligible by the required federal agencies, sponsors will be notified that they may initiate the project. The sponsor at that time will be also be notified of a mandatory implementation meeting that will provide sponsors with the information needed to initiate their projects.

Scoring for Highway Projects

Travel Time Reliability

Improving travel time reliability is a critical aspect of congestion relief. A project's ability to address travel time reliability is evaluated with a quantitative and a qualitative component. The quantitative portion is based on the planning time index (95th percentile travel time divided by free flow travel time) and has a maximum of **10 points**. The score is calculated based on the percentile shown in the middle column in the table below. PTI map is located on the CMAP website at <http://tinyurl.com/mwpmst8>. Points are assigned for each project as follows:

Maximum Approach PTI*	Percentile	Score
<= 1.40	0 - 50 th	2
1.41 to 1.81	51 st to 75 th	4
1.82 to 2.55	76 th to 90 th	6
2.56 to 3.35	91 st to 95 th	8
3.36 and greater	>95 th	10

* Maximum corridor PTI for signal interconnects and for bottleneck eliminations; maximum intersection leg PTI for intersection improvements.

The qualitative dimension of the score has a maximum of **5 points** and is developed by determining whether the project has any of the following characteristics or helps implement any of the following as part of a larger program:

<i>Systematic Improvements</i>	Score
Integrated Corridor Management	5
Work zone management (traveler information improvements)	5
Truck travel information systems	4
Strategies to improve transit on-time performance	4
Ramp metering	4
Road weather management systems	2
Special event management	3
Traffic signal interconnect	4
Adaptive signal control	5
<i>Spot improvements:</i>	
Highway-rail grade separation with more than 10K AADT and more than 10K annual minutes of delay lasting > 10 minutes	5
Implementation of effective crash reduction strategy (e.g., access management) as part of highway improvement	3
Highway-rail grade separation in ICC top 20 delay list	3
Highway-rail grade separation with more than 5K AADT and >5K annual minutes of delays lasting > 10 minutes	2

Implementation of an access management strategy	2
Other highway-rail grade separation	1
<i>Incident Detection:</i>	
Traffic Management Center (TMC) to TMC Communications	4
Computer-aided dispatch (911 call center) to (TMC) communications	4
Extension or improvement of real-time traffic surveillance on regional expressways and tollways, including video and detectors	3
Integration of real-time probe data into incident detection procedures	3
Establishment of detector health program	3
<i>Incident Response:</i>	
Expansion of response operations capabilities (e.g., minutemen)	5
Dispatch improvements, including center-to-operator and supervisor-to-operator communications (including supervisor-bus communications)	4
Response equipment (e.g., minuteman vehicles)	4
<i>Incident Recovery:</i>	
Expediting coroner's/medical examiner's accident investigation process	5
Dynamic message signs (DMS, multiple, including arterial DMS)	3
Incident-responsive ramp meters	3
Speed Management Systems	2
On-scene communication, coordination, and cooperation	2
Development and improvement of highway closure detour routes	2

Safety

Safety is a consideration for all highway projects, so if a project addresses a location with significant safety problems, it should be treated as a higher funding priority, other things being equal. Higher crash rates also are associated with nonrecurring congestion. Thus, a proposal receives **5** points if the project addresses an IDOT 5 percent report location and **0** if it does not. A map of the 5 percent locations on the local system is available at <http://tinyurl.com/n2by7py>. The 5 percent locations on the IDOT system are available through the respective county engineers.

Congestion Management Process Highway System

The regional [Congestion Management Process \(CMP\)](#) has identified a set of roadways on which it is particularly critical to minimize congestion. The score is **5** if the project is on the CMP network and **0** if not. The CMP map is located at <http://tinyurl.com/of5abu7>.

Benefiting Transit Service

In an effort to encourage highway improvements that can also benefit transit, points will be awarded to projects that benefit bus service. The score is 5 if the project has existing bus service that is along the highway improvement.

Scoring for Direct Emissions Reduction Projects

Improving the Condition of Public Fleets

Given the funding challenges of public agencies and the condition of public fleets, as a matter of policy a project improving public sector vehicles should be a higher priority than one benefitting the private sector. The score is 5 if the project improves publicly owned fleets and 0 if it does not.

Annual Health Benefits

Annual health benefits are calculated by U.S. Environmental Protection Agency's Diesel Emissions Quantifier (<https://www.epa.gov/cleandiesel/diesel-emissions-quantifier-deq>) at the county level and divided by annualized project costs. No points are given for a benefit/cost ratio less than \$1.00. One point is given for a cost/benefit ratio of \$1.00 and one point for each \$0.50 above that, with a maximum of 5 points.

Benefits to Sensitive Populations

Impacts from fine particulate matter emissions may be more pronounced in children and older adults, who are especially susceptible to illnesses caused or exacerbated by exposure to fine particulate matter. Minority and poverty status likely influence susceptibility as well. The sensitive population score shows diesel particulate concentrations in relation to persons who are over 65, under 5, minority, and low-income by census tract. The sensitive populations score map, <http://tinyurl.com/SensitivePop>, provides an indication of a project's score. Higher index values indicate greater sensitivity. To score a project, the sensitive population index is then multiplied by an estimate of the population benefiting from the project, the magnitude of the emissions reduction, and the time of exposure. The final project score is assigned 0 to 20 scale.

Scoring for Bicycle Facility Projects

Safety and Attractiveness Rating

The "safety and attractiveness rating" scores the improvement in conditions for biking that result from building a facility. A project score is calculated as the safety and attractiveness rating after project less the rating before project, as shown in the table below. For example, a protected bike lane built on an arterial with no bicycle accommodation presently would receive a score of $10 - 2 = 8$. The score has a maximum value of 10.

Narrative description	Rating
-----------------------	--------

Impassable barrier for walking and bicycling	0
Arterial road with no bicycle accommodation	2
Arterial road with some bicycle accommodation, including marked shared lanes, and collector streets with no accommodation;	4
Low-speed, local streets with no bicycle accommodation	6
Unprotected bike lane; local and collector streets with full accommodation	8
Trail or arterial sidepath, cycletrack, protected bike lane, buffered bike lane	10

Connectivity

Connectivity measures how much a bicycle project improves the ability to get from place to place by bicycle. The connectivity score is the greater of either (a) the connectivity of bikeways resulting from the project (shown in the table below), or (b) the project's street network connectivity rating, measured with the pedestrian environment factor (<http://tinyurl.com/PEFmap>). This maximum is then weighted by the land use diversity index (<http://tinyurl.com/LUDivInd>), which helps emphasize locations likely to generate short trips between nearby land uses conducive to cycling, to arrive at a final score. The score has a maximum value of **10**. In general, projects in locations with a better pedestrian environment (typically above a PEF of about 25) and more mixed land uses will score better under the street network connectivity measure.

The following table shows the assignment of points related to improving bikeway connectivity:

Connectivity of bikeways resulting from the project	Value assigned
Project fills a gap between existing bikeways	10
Project intersects an existing bikeway	6
Project extends an existing bikeway	3
Project is a new isolated bikeway segment	0

Transit Accessibility Index

Measuring transit accessibility helps ensure that a bicycle facility provides a realistic alternative to auto use by evaluating the potential to link bicycling with transit for longer trips. The maximum score on this measure is **10** (since the transit accessibility index ranges from 1 – 5, the index is weighted by 2 to produce the score). A map of the transit accessibility index is available at <http://tinyurl.com/nqxlyo7> and a full description of the calculation of the transit accessibility index is posted in the [GO TO 2040 Update Indicator Methodology Appendix](#).

Scoring for Transit Projects

Ridership Increase

Increasing ridership is one of the key indicators in GO TO 2040, and it also helps to indicate the overall benefits of a transit project. With a maximum score of 15, projects are scored on their ability to increase transit ridership, as follows:

Increased ridership	Score
<254	3
255 - 436	6
437 - 1,002	9
1,002 - 1,829	12
>1,830	15

Travel Time Reliability

The travel time reliability score is composed of a quantitative measure of on-time performance (OTP) on the particular route with a qualitative evaluation of the project's impact on reliability. The travel time reliability criterion only applies to transit service and equipment. It takes a maximum of **15**, with 7.5 points coming from the quantitative measure.

On-time performance	Score
< 60%	7.5
60% - 70%	6.0
70% - 80%	4.5
80% - 90%	3.0
>90%	0

The qualitative element of the score is based on the presence of the reliability-enhancing features in the table below. Projects can receive up to 7.5 points in this area.

	Score
<i>Rail</i>	
New Vehicles	1.25
Upgraded Switches	1.25
Upgraded Power Supply	1.25
Positive Train Control	1.25
Station Consolidation	1.25
Track Improvements	2.50
Reduction of Freight/Vehicle/Pedestrian Interference	3.75
<i>Bus</i>	
New Vehicles	1.25
Queue Jump/Bypass Lanes	1.25

Off-board Fare Collection	1.25
Reduced Stops/Express Service	1.50
New Dispatching/Decision Support Systems	1.25
Passenger Vehicle Movement Restrictions	1.25
Transit signal priority	3.00
Multi-Door Boarding with Off-board Fare Collection	2.50
Bus-on-Shoulders	4.00
Managed Lanes	5.00
Dedicated Bus Way	7.50
Far-side Stops	1.25
Bus Stop Upgrades	1.25
Near Level Boarding	2.00

For new service, an upgrade to conventional fixed route service will take a score based on the OTP of the local service on the route plus a qualitative score based on the reliability-enhancing features of the project.

Existing Asset Condition

Other things being equal, it is more important to fund a transit facility or purchase new equipment where these assets are in worse condition. On the project application form, sponsors will need to provide the condition of the asset they are improving from the RTA asset inventory. Condition is rated based on a 1 – 5 scale. This criterion only applies to transit facilities. Entirely new facilities and assets that score ≥ 2.5 on FTA’s five-level condition rating scale will receive a score of 0.

Rating Scale	Narrative Description	Score
≥ 2.5	State of Good Repair	0
2.4	Marginal	1
2.3	Marginal	2
2.2	Marginal	3
2.1	Marginal	4
2.0	Marginal	5
1.9	Worn	6
1.8	Worn	7
1.7	Worn	8
1.6	Worn	9
1.5	Worn	10
1.4	Worn	11
1.3	Worn	12
1.2	Worn	13
1.1	Worn	14
1.0	Worn	15

Transit-Supportive Land Use

One of the Regional Priorities is to promote transit investments in areas where zoning and urban design requirements are transit-supportive. This will be scored as follows:

Max Score	Criteria																		
7	<p>Up to 4.5 points will be awarded based on the permitted density for residential and non-residential land uses within one-half mile of the transit station. If more than one residential or non-residential classification is zoned within the station area, points will be assigned to the classification with the highest permitted density.</p> <p>Points will be assessed based on both residential <i>and</i> non-residential densities. If the two categories yield different point totals, the average of the two point totals will be awarded.</p> <p>Permitted Densities:</p> <table border="1" data-bbox="492 884 1263 1167"> <thead> <tr> <th data-bbox="492 884 786 961">Residential (DU/buildable acre)</th> <th data-bbox="786 884 1073 961">Non-Residential (Building Height*)</th> <th data-bbox="1073 884 1263 961">Points</th> </tr> </thead> <tbody> <tr> <td data-bbox="492 961 786 1003">< 6</td> <td data-bbox="786 961 1073 1003">1 story (12 ft)</td> <td data-bbox="1073 961 1263 1003">0</td> </tr> <tr> <td data-bbox="492 1003 786 1045">> 6 and ≤ 10</td> <td data-bbox="786 1003 1073 1045">2 story (24 ft)</td> <td data-bbox="1073 1003 1263 1045">1.0</td> </tr> <tr> <td data-bbox="492 1045 786 1087">> 10 and ≤ 16</td> <td data-bbox="786 1045 1073 1087">3 story (36 ft)</td> <td data-bbox="1073 1045 1263 1087">2.0</td> </tr> <tr> <td data-bbox="492 1087 786 1129">> 16 and ≤ 24</td> <td data-bbox="786 1087 1073 1129">4 story (48 ft)</td> <td data-bbox="1073 1087 1263 1129">3.0</td> </tr> <tr> <td data-bbox="492 1129 786 1167">> 24</td> <td data-bbox="786 1129 1073 1167">> 4 story (> 48 ft)</td> <td data-bbox="1073 1129 1263 1167">4.5</td> </tr> </tbody> </table> <p data-bbox="505 1171 1230 1205">*Building height given in feet based on 12 feet per story.</p> <p data-bbox="841 1251 911 1285" style="text-align: center;">AND</p> <p>Up to 2.5 points will be awarded based on innovative parking requirements, which supports denser development by increasing space available for other uses (one point for each strategy implemented):</p> <ul data-bbox="386 1486 1230 1759" style="list-style-type: none"> • Reduced minimum parking requirements • Enacted maximum parking requirements • Shared parking permitted • In-lieu parking fees permitted • Enacted bicycle parking requirements • Off-street parking is required behind or underneath buildings • Off-street parking is permitted off-site 	Residential (DU/buildable acre)	Non-Residential (Building Height*)	Points	< 6	1 story (12 ft)	0	> 6 and ≤ 10	2 story (24 ft)	1.0	> 10 and ≤ 16	3 story (36 ft)	2.0	> 16 and ≤ 24	4 story (48 ft)	3.0	> 24	> 4 story (> 48 ft)	4.5
Residential (DU/buildable acre)	Non-Residential (Building Height*)	Points																	
< 6	1 story (12 ft)	0																	
> 6 and ≤ 10	2 story (24 ft)	1.0																	
> 10 and ≤ 16	3 story (36 ft)	2.0																	
> 16 and ≤ 24	4 story (48 ft)	3.0																	
> 24	> 4 story (> 48 ft)	4.5																	
3.0	<p>Up to 3 points will be awarded for the presence of mixed-use zoning within one-half mile of transit project (1 point for each strategy implemented):</p>																		

	<ul style="list-style-type: none">• Zoning allows vertical mixing of uses (e.g., residential units above ground-level retail or office).• Zoning allows pedestrian-friendly diverse land uses (e.g., drugstores, groceries, dry cleaning, banks, restaurants, gyms, hardware stores, etc.).• Zoning excludes car-dependent land uses (e.g., drive-through stores, strip malls, etc.). <p>Communities that have implemented form-based codes may require additional qualitative analysis from CMAP staff to ensure their zoning meets the above standards.</p>
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Scoring Other CMAQ Projects

Some projects may not fit neatly into any of the categories above, and the CMAQ program at CMAP has an “Other Projects” submission form to accommodate these funding requests. For these projects, no transportation impact criteria would be used and the project will only be evaluated on the cost-effectiveness of emissions reduction.

TAP Project Selection Process

All bicycle facility projects submitted will be evaluated for both CMAQ and TAP funding. If bicycle facility projects meet the screening criteria they will be evaluated on a 100-point scale using the criteria discussed below. When developing the proposed program, timely implementation will be considered as a major factor in project selection. Staff may request to have discussions with sponsors to verify project details and assess complications that might affect project readiness.

The CMAP Bicycle and Pedestrian Task Force will be consulted during the development of the recommended program. Following program approval by the CMAP Transportation Committee, CMAP Board, and MPO Policy Committee, the sponsor will then be notified of a mandatory implementation meeting that will provide sponsors with the information needed to initiate their projects. Additional TAP funds will not be available beyond the initial programmed amounts and any increases in project costs will be the responsibility of sponsors.

Scoring Bicycle Facility Projects

Completion of Regional Greenways and Trails Plan

GO TO 2040 specifically recommends prioritizing greenway trails in the programming of Transportation Enhancements (now Transportation Alternatives) funding. GO TO 2040 also uses miles of trails completed as an indicator of plan implementation. Thus, completion of the regional trail network is an important criterion. More information and the Greenways and Trails Plan map is available on the [Greenways and Trails Plan web page](#). [Note: Currently the RGTP map provided in the above link is from the 2009 update. This call for projects will use the updated map which will be presented at the September 16th Transportation Committee for approval.]

Narrative description	Score
Connects two existing trail sections	30
Extends an existing regional trail	25
Builds a new isolated section of planned regional trail	20
Builds a new facility that intersects an existing regional trail	10

Market for Facility

Other things being equal, a better facility is one that is likely to receive more use. Population and employment density in the area served by the facility is the criterion used to evaluate anticipated usage. Points are assigned by quintile. A map of density quintiles in the region is available at <http://tinyurl.com/PopEmpDen>.

Population and employment density	Score
Top quintile of region	30
Second quintile	24

Third quintile	18
Fourth quintile	12
Lowest quintile	6

Safety and Attractiveness Rating

The design of a bicycle or pedestrian facility influences the likelihood and safety of using it. The “safety and attractiveness rating” awards points for improvements in conditions for biking that result from building a facility. A project score is calculated as the safety and attractiveness rating after project less the rating before project, as shown in the table below. For example, a protected bike lane built on an arterial with no bicycle accommodation presently would receive a score of $30 - 6 = 24$. The score has a maximum value of **30**.

Narrative description	Rating
Impassable barrier for walking and bicycling	0
Arterial road with no bicycle accommodation	6
Arterial road with some bicycle accommodation, including marked shared lanes, and collector streets with no accommodation;	12
Low-speed, local streets with no bicycle accommodation	18
Unprotected bike lane; local and collector streets with full accommodation	24
Trail or arterial sidepath, cycletrack, protected bike lane, buffered bike lane	30

Bonus

Given the importance of timely project implementation, bonus points will be awarded to projects that have no ROW or easements to obtain (**5 points**) and for which phase II engineering is already complete (**5 points**).

Selection Process Timeline

[Note the dates with "?" will be filled in when those meetings are scheduled]

Date (2017)	Action
January 6	Call for projects released
February 17	Planning Liaison review deadline
March 3	Applications due by the end of business day
March-June	Project evaluation and focus group review of applications
June 1	Cutoff for obtaining design approval or submission of PDR documents
June (TBD)	Project Selection Committee considers proposed TAP and CMAQ programs
July (TBD)	Transportation Committee considers proposed TAP and CMAQ programs for release for public comment period.
July (TBD)- August (TBD)	Public comment period
September (TBD)	Transportation Committee considers proposed TAP and CMAQ programs
October 11	CMAQ Board and MPO Policy Committee consider proposed programs
November	Federal eligibility determination (CMAQ only) and funding notification

Please note that the selection process timeline is subject to change. 2017 committee meeting dates will be set at the final meeting of each committee in 2016.

Accomplishment Goals and Milestones

Each phase of an approved CMAQ or TAP funded project will be subject to an accomplishment goal. An individual phase will have the year in which it is originally programmed in plus two additional years (3 years total) to meet the accomplishment goal for the phase. For projects administered through FHWA, the accomplishment goals are defined as:

1. Phase I engineering – design approval
2. Phase II engineering – pre-final plans submitted to IDOT
3. Right-of-Way (ROW) acquisition – ROW certified by IDOT
4. Construction – construction has been let for bid
5. Implementation – received federal authorization

For projects administered through Federal Transit Administration (FTA), the accomplishment goal is simply FTA grant approval for the phase.

If a phase is not accomplished in the year it is programmed plus two additional years, all remaining funding that is not federal obligated will be removed from the guaranteed program and the project will be considered deferred.

Deferred project phases can be brought back into the program, but only if readiness is demonstrated as defined in the CMAQ Programming and Management Policies (www.cmap.illinois.gov/cmaq/active-program-management-policies) and there is unprogrammed funding available. If a project has multiple phases that have been deferred, only one phase at a time may come back into the program and subsequent phases will remain deferred until they are able to demonstrate readiness. More information on deferred projects and project scope and cost changes can be found at www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-management-resources.

General Considerations for Federal Funding

Projects carried out using CMAQ and TAP funds must comply with applicable provisions in Title 23 of the United States Code dealing with Federal-aid highways, such as project agreements, authorization to proceed prior to incurring costs, prevailing wage rates (Davis-Bacon), Buy America, competitive bidding, and other contracting requirements, regardless of whether the projects are located within the right-of-way of a Federal-aid highway. Applicants are urged to familiarize themselves with title 23 requirements.

Federal aid, including CMAQ and TAP funding, is generally most efficiently used for substantial facility improvements. The administrative burden of a federal-aid project can be substantial. Thus, a small project is often best accomplished with local funds to avoid this burden. For help understanding the federal-aid process, IDOT has developed the *Mechanics of Project Management: FHWA Process for Project Implementation*, which is available at <http://tinyurl.com/poa45h5>.

One of the federal requirements for project implementation is that the project has logical termini. The cost estimates and project application forms should reflect this requirement. This may require extensive cooperation among governments. For example, a trail may logically extend beyond the borders of the sponsoring municipality. For more information on logical termini, contact the IDOT Bureau of Local Roads and Streets staff at www.cmap.illinois.gov/cmaq/project-contacts.

Application Checklist

- Project application form
- Supplementary forms specific to the type of project:
 - a. Input Module Worksheets (traffic flow improvement projects only) - before and after the improvement
 - b. Commuter Parking Structure Supplement (parking structure projects only)
- Detailed cost estimate
- Project milestone schedule (bicycle facility, commuter parking and traffic flow improvement projects only)
- Copy of pages from formally adopted or approved plan if not available online (bicycle facility projects only)

All application forms and supplemental forms are available at <http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-development>. Applications submitted that are missing any of the following **will not be considered for funding**:

- A complete Project Financing & Funding Request section on the first page of the main project application form.
- The Detailed Estimate of Costs.
- The Input Module Worksheet for traffic flow improvement projects only.
- Planning Liaison certifying that applications from local agency sponsors have been reviewed for completeness.

For any other missing information, CMAP staff or the Planning Liaisons will contact the sponsor and the sponsor will have 30 days from contact to provide the missing information.

Contact Information

For questions or assistance, contact your Planning Liaison, www.cmap.illinois.gov/cmaq/project-contacts, or Doug Ferguson, CMAP's program manager for CMAQ and TAP, at 312.386.8824 or dferguson@cmap.illinois.gov.